CYCLE NEWS

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VOLUME III NUMBER 32 "America's only weekly newspaper covering the motorcycle sport" WEEK OF AUGUST 18 through AUGUST 24, 1966

FASTEST 1/4 MILE ON 2 WHEELS—159.85 mph

Clem Johnson and "Barn Job" (left) smoke it off with Ebeling's Triumph to decide Top Fuel Bike last Saturday. Ebeling won when Clem redlighted.

By Bob Ebeling

It may be that Phil Irving designed the famous V twin for Vincent Engineers Ltd., but no one can dispute that Clem Johnson perfected it. This Saturday at Irwindale Raceways, Clem Johnson turned in a series of high speed runs that can be recognized as the fastest ever achieved for a quarter mile sprint. Many of us that were standing by the fence to watch Clem's run could not move when the announcer stated that the speed was a strip record of 159.85 miles per hour – the fastest ¼ mile speed on two wheels. This kind of run was performed not just once but again and again.

The Vincent's elapsed times were not in preportion to the speed. Clem's best of the day was 10.25 seconds, but the reason was justified by the caution used in starting the runs. The "Barn Job" has a tremendous tendency to lift the front wheel in an effort to orbit via the tremendous available power. Clem uses two gears and slips the clutch to maintain control on leaving the starting line.

Among the various spectators were Boris Murray and Jim Cook. The Triumph double was torn down in preparation for Bonneville. Both Jim and Boris stood with a rather lost expression on their features when elimination time approached.

TOP FUEL – IRWINDALE

Bob Ebeling and Clem Johnson were the two contenders for top fuel eliminations and lady luck had more effect for Triumph than the Nitro in the tank. Clem Johnson rolled ever so slightly backwards after being staged on the starting line and the yellow lights began flashing downwards towards the green. Because of that backward movement by the Vincent a red light flashed on in Clem's lane which automatically gave the win to Ebeling. In the actual race, Clem turned an elapsed time of approximately 10.60 seconds to Ebelings 11.54. There is not much secret in who got there first, but as several people have said, "that's racing".

If Murray and Cook's bike had been there to race Johnson it may have — But who can tell? We may see just that

(Continued on page 9)

ASCOT LONGSHOT DOES IT AGAIN

GENE ROMERO WINS DASH AND MAIN

By Chuck Clayton

GR said the letters on the leader's chest. "Gr, Gr!" went the Triumph engine, impeccably tuned by the brothers Love. Grin, grin went the mouths of Gene Romero fans and all the rest of us who root hardest for the underdog to growl up and nip the favorites as young Gene did last Friday night in the Ascot Expert main event. "You could slip a feeler gauge between me and Ralph (White)," Romero remarked when asked how close they were, coming out of the north turn on the money lap. From where we watched it looked like a tight .005 fit.

White rode a smooth-handling BSA Goldstar to a very close second between the oscillating twins of Romero and Mel Lacher. Mel and Gene had raced it out earlier in the

(Continued on page 14)

Photos by Dennis Greene

This is how it looked on laps 8, 9, 10 & 11 with #22 Romero in first, #37 Lacher and #15 White. Later White passed Lacher and dueled for the lead.

CENTAURS POKER RUN

By Robert O. Fee

Two hundred and fifty-seven Southland road riders gathered at the Whittier Harley-Davidson Shop Sunday, July 31st to try their skill at earning a trophy. Cyclists from as far away as Oxnard and National City came to the annual Poker Run sponsored by the Norwalk Centaurs Motorcycle Club.

Ken Jones of the Centaurs was responsible for reviving the idea of the riders earning their trophies. For the past few years, road runs have evolved around the concept that every entrant is entitled to a trophy on the basis of draw only. Sunday, the riders threw darts for one sweepstakes trophy and literally shot it out - - with water guns - - for the other.

Leaving the Whittier shop, the participants rode south via Greenleaf, Slauson and Santa Fe Springs Rd. to Denny's Coffee Shop on Imperial Highway. A Centaur Checker was waiting in the parking lot with directions for getting to the 2nd check point.

After another cup of coffee (coffee and donuts were served at the start) the riders turned west on Imperial Highway and then North on Lakewood to Valley Blvd. in Rosemead. Striking east to Pomona, they turned south to Chino and then east again to Woodcrest. Here the riders became confused. The route card specified a "few" miles to the 3rd check. The actual distance was nearer 20, resulting in most riders back-tracking, looking for a checkpoint they hadn't come to yet.

Everyone eventually found the check, had more refreshment and rode north into

(Continued on page 22)

RIDIN' & SLIDIN' AT VENTURA

It's been a long time since California motorcycle racers were required to handle their bikes in the old true professional flat track fashion, coming out of the corners in full lock slides. Nbr. 1 Dist. 37 point rider Steve Scott of Thousand Oaks on his Bultaco thrilled the fans with his outstanding riding in the 250cc trophy dash, winning it by a narrow margin and crossing the start-finish line on his rear wheel for an enthusiastic crowd at the ACA Sunday, August 14th Ventura Fairgrounds races. The fans more than showed their appreciation to many of the outstanding riders. The track was a very fast, smooth and flat 1/8th mile.

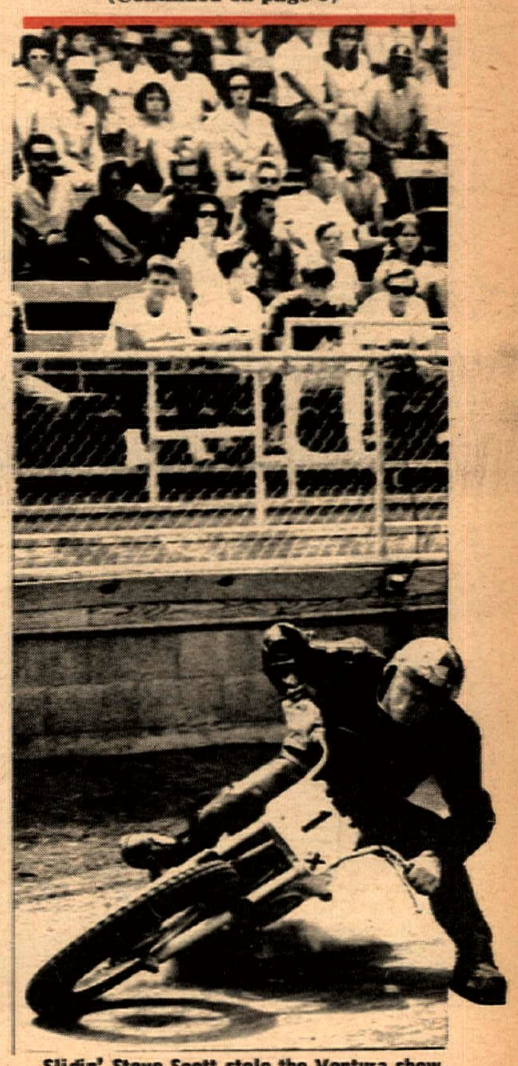
In the 100cc main event, Norm Elledge was able to repeat his 100cc trophy dash win, followed by Tom Sherman of Thousand Oaks on a Honda, and third place went to Paul Wilde from Long Beach on a Yamaha. Fourth place went to Rick Woods from Huntington Beach on a Yamaha and fifth to Steve Sherman, Tom's brother. There's quite a sibling rivalry between Tom and Steve as far as their motorcycling is concerned, and both brothers are exciting competitors in the 100cc class.

De Wayne Did It

The 250cc main event win went to a local favorite, DeWayne Keeter, who was born in Ojai and now makes his home in Los Angeles. DeWayne did it on a Montesa. In second place was Ivan Oden from Norwalk on a Honda. Ivan seemed to be having some trouble with his "big" Honda Sunday, got stuck in traffic several times, but still finished second in the B main.

Leading the B main on a Honda in the third lap of the 12-lap main event, Gene Baird went wide and high on Turn 2, allowing Keeter and Oden to pass. Gene was unable to recapture his position, even though he challenged Ivan several times throughout the event. Fourth place went to Chuck Berry from Ventura riding a Bultaco. Chuck had some problem with his original equip-

(Continued on page 10)



Slidin' Steve Scott stole the Ventura show.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

ATTENTION PUBLICITY COMMITTEES -- Be sure to send Cycle News notice of your coming events and we will list them in this department free. A post card or a poster will do. Be sure to include directions to the event, starting times, etc.

FRIDAY, AUGUST 19th

NITE SCRAMBLES - Fresno M.C. at Fresno.

NITE SCRAMBLES – Lodi M.C. at Lodi Cycle Bowl.

SPECIAL NITE TT STEEPLECHASE - at Ascot Park, due to flattrackers absence for Springfield Nat'ls. Jumpers and tourist trophy meet. Gates open 7 pm.

NITE SCRAMBLES – Bremerton Cruisers M.C. at Thunderbird Stadium, Kitsup County Fairgrounds at Bremerton, Washington.

SATURDAY, AUGUST 20th

NITE SCRAMBLES - Sprockets M.C. at Sprockets Park, Bakersfield

TT CLASS C – Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Washington.

NITE SCRAMBLES–Hayward M.C. at Hayward Speedway.

STAR CLASS "C" TT – Mt. St. Helen's M.C. at Castle Rock, Wash.

NORTH VALLEY CHAMPIONSHIP NITE SCRAMBLES–by Shasta M.C. at Shasta Speedway at Anderson, Calif. Sat. Signup 5:50 p.m., Race at 8:00. Sun. signup 10:00 a.m., Race at 1:00 p.m. Trophies.

SUNDAY, AUGUST 21st

POKER RUN - by Throttle Hounds M.C. Length of run, 100 miles. Free food at end of run. Man Mile Trophy. Trophy for high poker hands and low ball hands. Dinner and cash awards. Entry fee $2.00 Signup at 10:30 a.m. First one out at 11:00 a.m. Starting place is the Fairgrounds in Santa Maria.

TT SCRAMBLES - Hi-Boots M.C. at Dehesa Track. Practice 10:00 a.m. racing at noon.

POKER RUN – Roadrunners M.C. at Bakersfield.

50 MILE NATIONAL – at Springfield, Illinois.

POKER RUN – Modesto M.C. at Modesto (Dbl vc Pts).

SCRAMBLES – Richmond Ramblers M.C. at Richmond.

POT OF GOLD RUN – by Rainbow M.C. 115 mile trip. Leaves 8:00–10:00 a.m. from Santa Ana Harley-Davidson, 501 E. 4th St., Santa Ana. Free buttons, no motorcycle judging.

FUN RUN - by Nomads of Gardena, start at Honda of Gardena at 10 am sharp. Bring bathing suits. Restrooms & place to change. $1.00 per person. Free cold drinks.

SCRAMBLES - by Bay City M.C. of San Francisco, at Champion Speedway in San Francisco. Signup and practice 9 g 11:30 am., race at noon. All classes if five or more. Class C traction req. Special Powder Puff on 100cc or under. Watch: $1.50, Ride $1.50.

TT RACES - at South Gate Raceway. ACA sanctioned, professional event. 50, 100 and 250cc. $1.50 fee. Pit gate opens at 2 pm, first race at 4 pm.

TT SCRAMBLES - Perris Valley M.C. at Perris, Calif. No engines started before 8 am! Lightweight 9 am - 12, Heavyweight (Am & Ex) 12 - 2 pm., All novices 2 pm until ? Regulation number plates, and Am., Nov. & Ex cards are required. Donation $1. Entry $1, Amb fee 25 cents. Children under 12 free. Six entries make a class. Point run.

FRIDAY, AUGUST 26th

SPORTSMAN SCRAMBLES - by Delta Falcons M.C. at Lodi Cycle Bowl. Class "C" traction only. $1.00 to ride or watch. Signup & practice 6 to 7 pm. Races at 8 pm. AMA sanct.

SHORT TRACK NATIONAL–Santa Fe Speedway.

½ MILE RACES – At Ascot Speedway.

SATURDAY, AUGUST 27th

SATURDAY NITE FLAT TRACK–Dunes Speedway at Hauser, Oregon Nat'l. Riders Assoc. sanctioned.

NITE TT - by Sprockets M.C. at Sprockets Park in Bakersfield Signup closes at 7 pm, races start at 7:30. Donation $1.00.

SUNDAY, AUGUST 28th

TT NATIONAL–at Peoria, Illinois.

ACA SHORT TRACK – at Ventura Fairgrounds, Seaside Park, Ventura. Pit gates open at 11:00 a.m., Practice starts at Noon. 50cc, 100cc and 250cc classes. Professional, Class A Rules. New track. For info., contact Ventura Suzuki, 6541 Ventura Blvd., Ventura. Phone (805) 642-8458.

5th ANNUAL SCRAMBLES – by Salinas Ramblers M.C. and Salinas Lodge #614, B.P.O. Elks for benefit of Elks' Cerebral Palsy Fund. Open 7 a.m., practice 7:30–10:00 a.m., races at 11:00 at California Rodeo Grounds, N. Main St. in Salinas. Trophies, trophies, trophies... and a H-D M/50 trail model to be given away free! Donation $1.00 (No classes under 200cc).

TT SCRAMBLES - Co-sponsored by Sidehack Assoc. for Dirt Diggers M.C. at Perris, Calif. Big bore, 8am. Lightweights at noon. All riders welcome, even John Doe and family. No other Dist. 37 point run on this date. Food, refreshments and overnight camping. Entry fee $2.25.

EUROPEAN SCRAMBLES - by Sage Hoppers M.C. at Encinitas, Calif. Fifty miles, all kinds of terrain. All conveniences. AMA sanct. All classes & good spectator course. Limed from Interstate 5(old P.C. Hiway 101) at San Marcos Rd. at Encinitas. Practice 10:30 am, Race at noon. For info call Bob Gooding. 753–2907.

TUESDAY, AUGUST 30th

ANGELS vs BOSTON RED SOX - more than 100 box seat tickets (worth $3.50 ea.) will be given to those who help make the Wilber Cedar Trout Fry a success.

TROPHY PRESENTATION - for European Scrambles, by San Gabriel M.C. at 5343 Peck Road, El Monte, Calif. at 8 pm. All trophy winners and participants welcome. Refreshments, dancing and carrying on.

FRIDAY, SEPTEMBER 2nd

SPORTSMAN SCRAMBLES - by Delta Falcons M.C. at Lodi Cycle Bowl. Class "C" traction only. $1.00 to ride or watch. Sign up & practice 6 to 7 pm. Races at 8 pm. AMA sanct.

4 STAR CLASS "C" CHAMPIONSHIP RACES – Blue Barons M.C. at Graham Speedway.

½ MILE RACES – At Ascot Speedway.

SATURDAY, SEPT. 3rd.

NITE SCRAMBLES–Explorer Post 305 at Madera Fairgrounds.

NITE SCRAMBLES – Hi-Hats M.C. at Hayward Speedway.

NITE TT SCRAMBLES – At Ascot Speedway.

1/3 MILE FLATTRACK - at Santa Maria Speedway on Hiway No. 1 near Santa Maria. 250cc only, professional $450 purse. Gates open 6:30 pm, racing at 8:00. Promoted by M/C Racing Promotions. AMA sanctioned.

Sept 3 & 4

4th ANNUAL ROSARITA 50-MILER by Hi-Boots M.C. of San Diego, at Rosarita Beach. Limed from 2 miles N. of Rosarita, camping area avail. Ltwt. Sept 3, Open Sept 4, 1 pm, Trophies for all classes. Fee $3.00 Straightaways. Three number plates required. AMA approved.

SUNDAY, SEPT. 4th

SCRAMBLES – Los Gatos M.C. at Alviso.

SUNDAY SCRAMBLES – Dunes Speedway at Hauser, Oregon Nat'l. Riders Assoc. sanctioned.

2nd ANNUAL CALICO 50 - by Hi-Jinx M.C. a 50-mile race on dry lake bed 10 miles E. of Barstow on U.S. 91, (take Ghost Town turnoff ... limed from Harts Restaurant. Trophies for classes to 80cc, and 125cc. Time trials at 9:30 am. Races at 11:00 am. All riders must wear helmets!

SEPTEMBER 4th and 5th

4th ANNUAL SCRAMBLES – Slo-Pokes M.C. at Santa Maria.

JACKPINE ENDURO NATIONAL CHAMPIONSHIPS - at Lansing, Michigan. Seven riders going from L.A. area. Room for more. For info. call Don Kemp, 393–3315 (days) or EX 2–1258 (nites).

SEPT. 3, 4 & 5 (Labor Day)

BIG SUR-PRIZE - cleverly non-promoted by Loners M.C. Unorganized trail-riding, fireroad sliding folk-singing, tripping, bottle-cap flipping, bunny-chasing ... plus camping and damping..(in the ocean, you fool!) Side trips to Hearst's Castle, historic Monterey and Fort Ord (well known for Meningitis!) Limed from Limestone Kiln Creek at Hiway 1 (mid-Calif). No admission chg. B.Y.O.

PINE CONE RUN – by So. Calif. Road Riders Committee. To Carson City, Nevada. No official start, leave from home. Register at Mint Casino. Big buffet dinner. Entry $3.00, mail in post $4.00. For info. call (213) GA 3-2058 or (714) YU 3-2524. AMA sanctioned.

24– HR. ENDURANCE- by Wheels M.C. of Thorton, Colo. Money prizes to winners. Two men per machine. For info., write: Dennis Bruce, 9461 Decatur, West Minster, Colo.

FRIDAY, SEPT. 9th

NITE SCRAMBLES – Stockton M.C. 4th Annual Retarded Children's Benefit at Lodi Cycle Bowl.

NITE SCRAMBLES–Madera Braves M.C. at Clubgrounds.

½ MILE RACES – At Ascot Speedway.

NITE SCRAMBLES. Lodi M.C. at Lodi Cycle Bowl.

SATURDAY, SEPT. 10th

NITE SCRAMBLES – Hi-Hats M.C. at Hayward Speedway.

NATIONAL 8-MILE FLAT TRACK – under the lights at Ascot Park, Gardena.

SUNDAY, SEPT. 11th

ALL BIKE DRAG MEET - at Lions Drag Strip in Long Beach. $1000 purse. Gates open at 9 am. AHRA classes, sixty-six trophies. The first AMA, AHRA sanctioned ¼/mile record at Lions.

SCRAMBLES – Mt. St. Helena M.C. at Castle Rock Fairgrounds, Wash.

SCRAMBLES – Far West M.C. at McKinleyville.

SCRAMBLES – Atascadero Ramblers M.C. at Atascadero Speedway.

SCRAMBLES – Palo Alto M.C. at Fremont.

SCRAMBLES – Capitol City M.C. at Dixon.

SCRAMBLES – Tracy M.C. at Manteca.

1 STAR CLASS 'C" TT–Silverdale Speedway.

NITE SCRAMBLES – Fresno M.C. at Fresno.

SATURDAY, SEPT. 17th

NITE SCRAMBLES–Sprockets M.C. at Bakersfield.

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ARIZONA STATE M/C DRAG CHAMPIONSHIPS - at Tuscon Raceways. Souvenir medals to all bike entrants. Big money awards to winners. Motorcycles classed by elapsed time.

NITE SCRAMBLES – Fort Sutter M.C. at Sacramento.

NITE SCRAMBLES – Hayward M.C. at Hayward Speedway.

SUNDAY, SEPT. 18th

TT SCRAMBLES – Four Aces M.C. at Prado Park. Lightweights practice 8:00, heats at 8:30. Heavyweights (Novices included) practice at 12:00, heats at 12:30. A District 37 Point Run, A.M.A. Sanctioned.

20-MILE NATIONAL CHAMPIONSHIP MILE – at Sacramento.

TT SCRAMBLES – Hi-Boots M.C. at Dehesa. Practice at 10:00 a.m. Race at Noon.

NATIONAL CHAMPIONSHIP ROAD RACE - at Carlsbad, Calif. A 75-Mile National.

SAT. & SUN., SEPT. 17-18

2nd ANNUAL WISHING WELL RUN (COPY TO COME)

FRIDAY, SEPT. 23rd

½ MILE RACES – At Ascot Speedway.

SATURDAY, SEPT. 24th

TULARE ½ MILE–by Visalia Ramblers at Tulare Fairgrounds.

NITE CHAMPION SPORTSMAN RACE – Mt. Baker M.C. at Bellingham, Washington.

SUNDAY, SEPT. 25th

10 MILE NATIONAL CHAMPIONSHIP – at San Jose.

POKER RUN – 1st Flying Wheels M.C. at Manteca.

2nd ANNUAL SCRAMBLES–Masterlinks M.C. at Hanford.

STATE CHAMPIONSHIP HARE AND HOUNDS–by Shamrocks M.C. Starts 10:00 a.m. Entry $4.25. Limed from Red Rock Canyon. AMA Point Run, Trophies.

FRIDAY, SEPT. 30th

NITE SCRAMBLES – Fresno M.C. at Fresno.

SATURDAY, OCT. 1st

M/C SAFETY CLINIC & INSPECTION - sponsored by Las Vegas Jr. Chamber of Commerce. Safety stickers, mechanical inspection (no citations) at Las Vegas Convention Center parking lot 8 am.

ROAD RIDE - start at Las Vegas Convention Center parking lot at 2 pm and ride to Day Dream Ranch, 2465 E. Warm Springs Road. Swim, ranch dinner, dance to liev music, nite hayride, refreshments. Camping facilities for overnighters. Adults $2.50, children $1.75.

SUNDAY, OCTOBER 9th

WILBUR CEDAR COMMEMORATIVE SHOP HOP & TROUT FRY-limed from Cabazon, on Hiway 60 a total distance of 50 miles East of Riverside, Calif. Tickets at Skip Fordyce store in Riverside $1.50 'till closing date Oct 2nd, Post entries, $2.00. Motorcycles must be ridden to the event. Door prizes. Trout fry will all the trimmings.

Weekly

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK – Orange county Speedway. Pit gate open at 6:00 p.m. First event at 8:00 p.m. 50, 100 & 250cc Classes. Track is located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

EVERY THURSDAY NIGHT

ACA SHORT TRACK – South Gate Speedway. Pit gates open at 6:00 p.m., close 7:00 p.m. Professional Class A rules, 50cc, 100cc and 250cc classes. Take Firestone cutoff east of Long Beach Fwy. to Garfield, south on Garfield one block to Southern, west on Southern to track.

EVERY FRIDAY NIGHT

SCRAMBLES - Lodi M.C. at Lodi Cycle Bowl. Dist 36 AMA sportsmen sanction. Signup and practice 6:00-7:00 p.m., 6 or more riders make a class. Class C traction, high point trophies all classes. Every Friday night through Aug. 26. Call 368–7182 for further information.

HALF-MILE FLAT TRACK–Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

CLASS A SHORT TRACK – Vallejo Speedway, Vallejo. AMA-sanctioned. Time trials at 7:00 p.m., first race 8:30. Just across new bridge from San Francisco, 59 miles west of Sacramento.

DRAG RACING – Carlsbad Raceway, opens 5:00 p.m., eliminations at 8:00 p.m. Handicap system, large Top Bike trophy. Pac. Cst. Hwy. 101 to Palomar Airport Road turnoff, then east past airport to Raceway.

PRACTICE SESSION – South Gate Raceway (Firestone and Long Beach Fwy.) NO License or membership necessary. 500cc singles only, no brakes. For further information call (714) 842-3813, ask for Mike.

DRAG RACING-Fontana Drag City, San Bernardino Fwy. to Etiwanda turnoff, north to Foothill, right on Foothill to strip. Gates open at 5:30 p.m. eliminations start at 8:00 p.m.

SATURDAYS

DRAG RACE – Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

FRESNO DRAGWAY – Drag racing every first and third Saturday. Next meet June 18th. Gates open at 12:00 Noon.

TT STEEPLECHASE–First Saturday night of each month at Ascot Park, 183rd and Vermont, Gardena. AMA Class C event, first race 8:00 p.m.

EVERY SATURDAY NIGHT

SPORTSMAN SHORT TRACK – Valley M.C. at Cycle Land Speedway, 14 miles south of Chico on Hwy. 99-E and Gage Shippee Rd. Pit gate closes 8:00 p.m. Races start 8:30 p.m. Contact Dick Mc Afee, 6633 Penty Rd., Paradise, Calif. for more info.

TT SCRAMBLES - Elsinore Race Track. Every Saturday night starting July 16th. Practice starts approximately at 4 o'clock. Entries close at 7 o'clock. No points, but trophies given, with opportunity for plenty of fun racing.

NITE FLATTRACK RACING at Dunes Speedway, Hauser Oregon. 7 miles north of Coos Bay. Sanctioned by N.R.A. Racing starts at 8:00 p.m. Racing will be every Saturday nite except Aug. 6th.

FRIDAYS & SATURDAYS

DRAG RACING - Lions Drag Strip Long Beach. 3:30 pm. on Friday. 1:00 pm Sat. Trophies and E.T. Brackets. 223rd St., South of Alameda.

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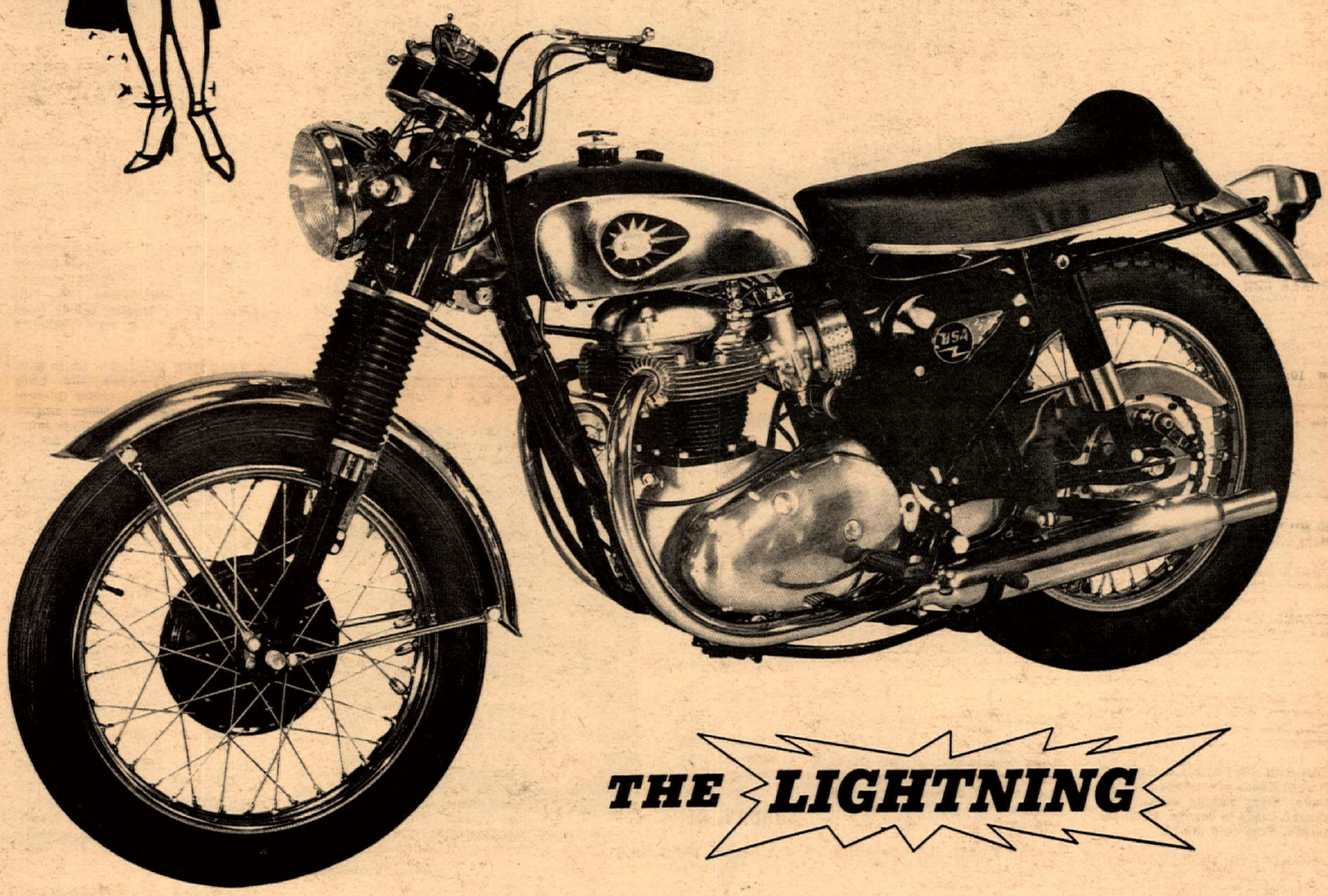

THE LIGHTNING

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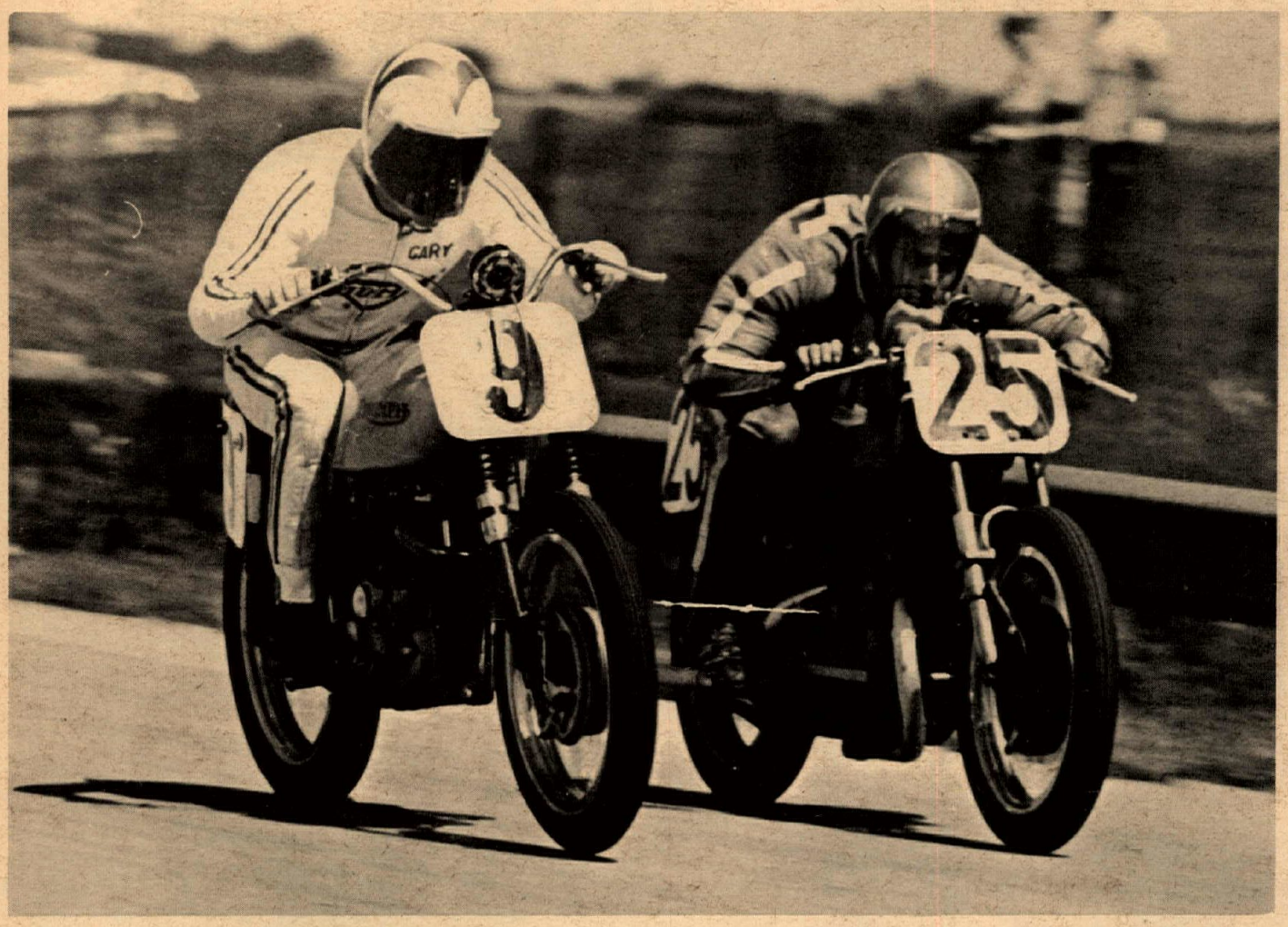
BUT HURRY... HURRY... HURRY!!!

TO YOUR LOCAL BSA DEALER

Action in the 110 Mile National Road Race at Greenwood Illinois on Sunday, August 7. (full report appeared last week in Cycle News)

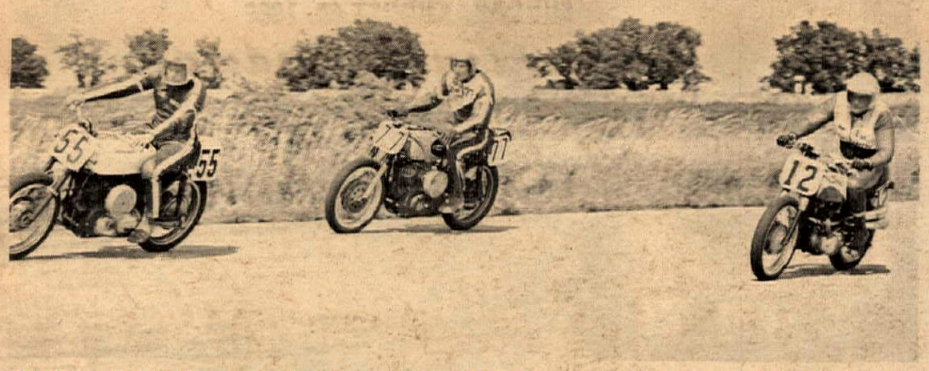
110 Mile National Pictorial



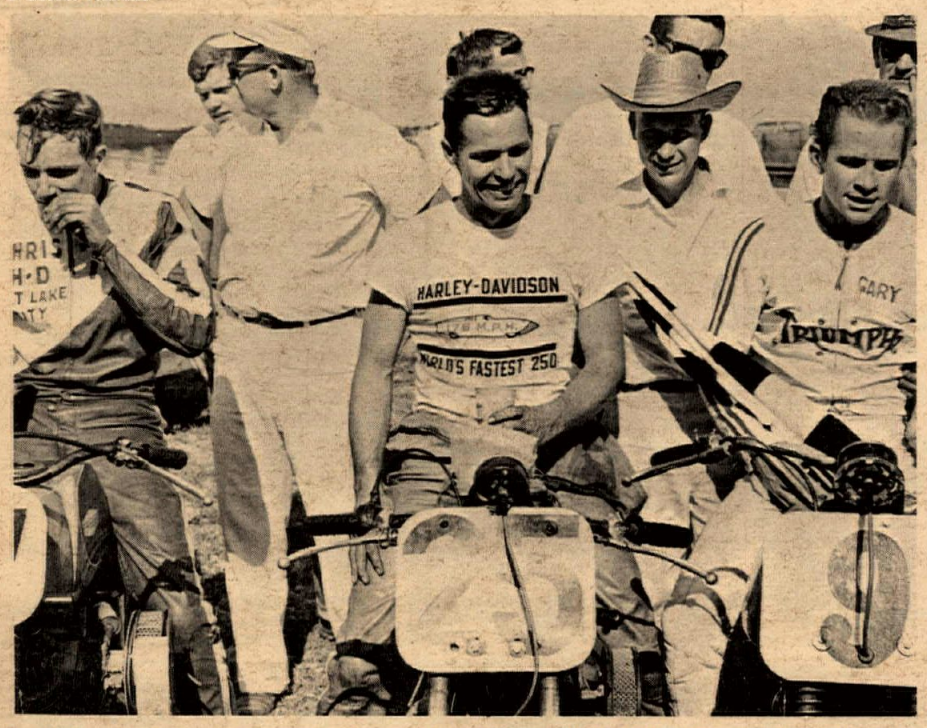
This is the way it was for 110 miles at Greenwood Raceway August 7. Cal Rayborn leads by inches the eventual winner, Gary Nixon. Constant pressure from Cal pushed Gary to a new track record of 1 hour, 22 minutes (81.210 mph) over two minutes faster than the old record.

Photos by Ben Hall

Sammy Tanner handles a BSA twin in a rare road racing appearance. In riding to his 17th place finish he showed that he may become as good on the pavement as he is on the dirt tracks.



Third place Chris Draayer is here sandwiched between fourth and fifth place Roger Reiman and Eddie Mulder. Eddie served notice that he was serious about this road racing thing by his good finish in the final and soundly beating Reiman in his qualifying heat. Leg cramps kept him from a better finish.



Gary Nixon holds his hard earned checker while second and third place Cal Rayborn and Chris Draayer relax after the grueling grind. For much of the race, Gary and Cal were nearly this close on the track.

WANTED: *Correspondents for road events. Contact Cycle News!*

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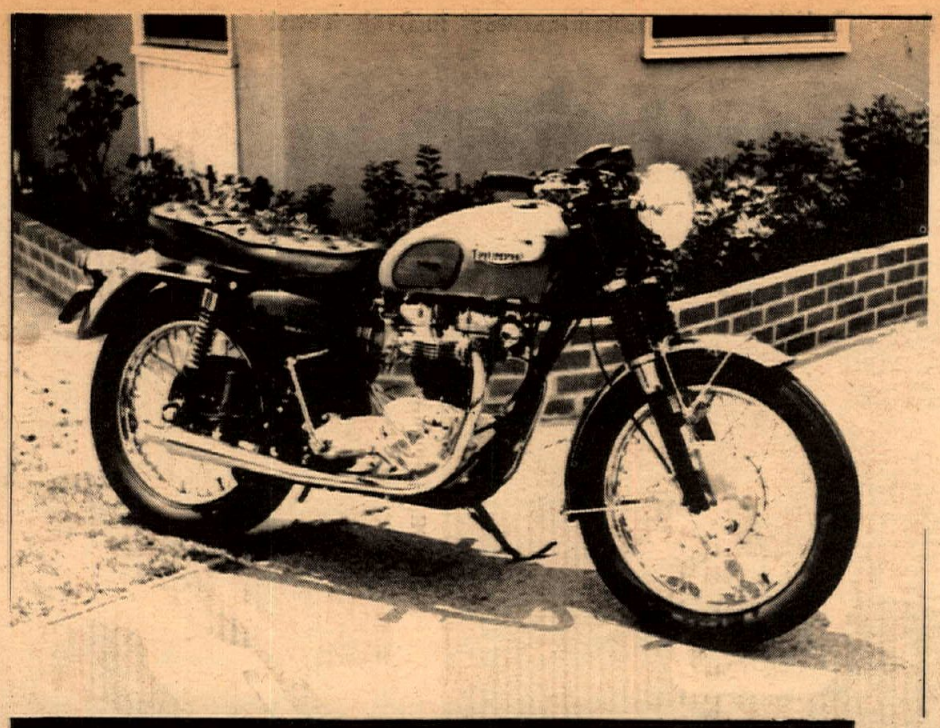

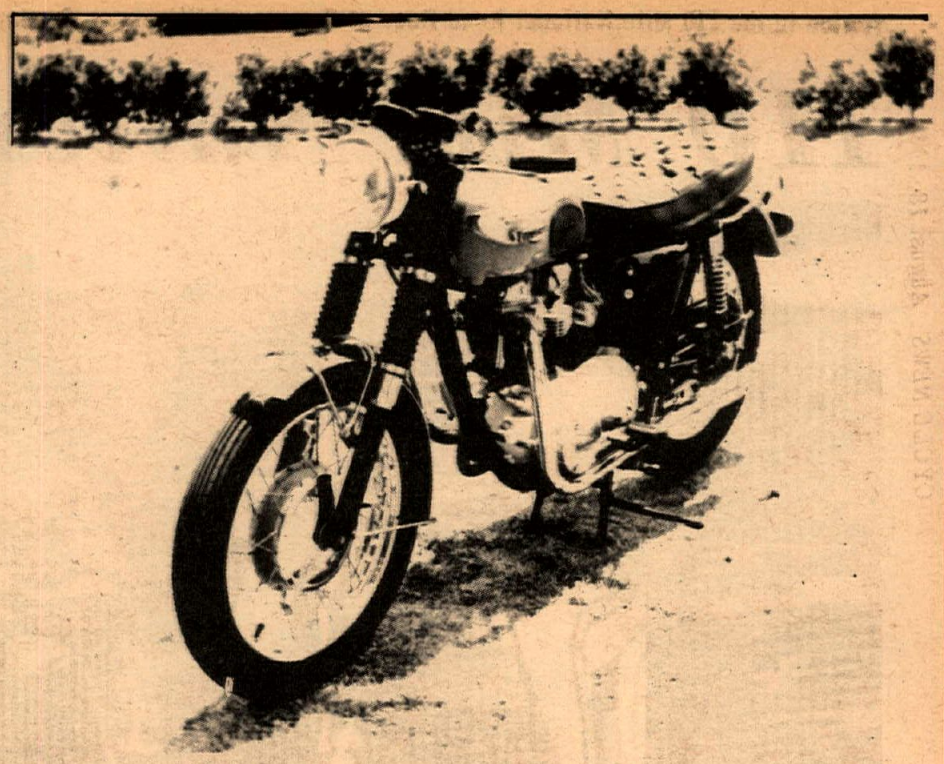

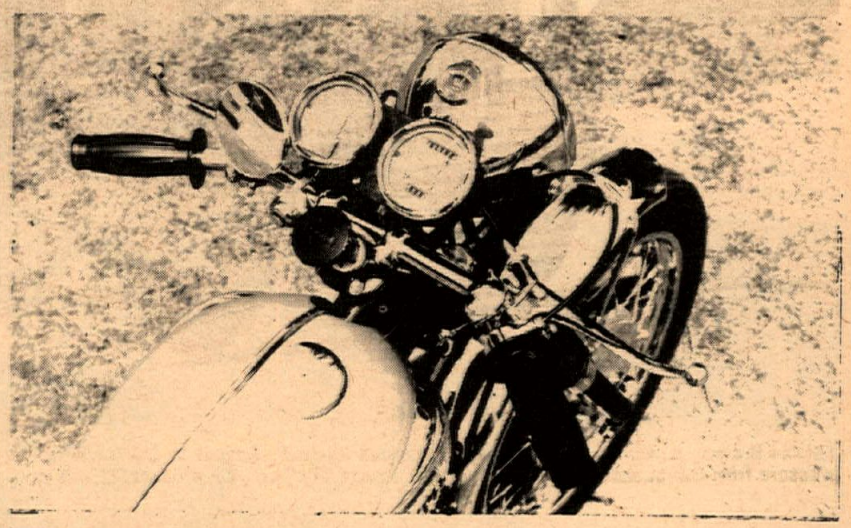

A TRIUMPH FOR WEIGHT WATCHERS

By Dan Cotterman

In view at the moment is my 1966 Triumph TR6SR *Highway Trophy* model. This more docile of the Coventry-brewed forty-inchers is blessed with a bounty of torque responsiveness, yet will climb into the three-digit bracket on the mph counter with amazing alacrity.

Transforming this tumultuous teadrinker into a machine that looks as good as it runs involved surprisingly little financial outlay. The principle ingredients have been personal effort and a thoughtful departure from the gaudy display of too much chrome.

The conservative use of additional chrome plating does not however, convert the TR6 into a bike with that eager, "ride-away" look. The overall silhouette has been appreciably tucked in through substituting a narrow Triumph *Bonneville* gas tank for the relatively wide 3¾-gallon version that comes attached to the bike. There is every possibility that you can do as I did and find a *Bonneville* owner who feels that extra gallon or so in tank capacity is going to help him. If so, he'll doubtless swap tanks with you, even up. While you're about it, don't overlook the fact that you'll probably also have to trade ignition coils. In the case of my tank exchange, the coils were too long and too widely spaced to fit up into the somewhat smaller recess in the narrower tank. Switching coils from one machine to the other is, however, a simple matter which involves only minutes of work and should not affect performance of either machine since the only apparent difference is in the outward physical dimensions of the coils themselves.

A marked improvement in both appearance and handling was brought about when drag bars were substituted for the rather unwieldy "goat horn" configurations that came as stock equipment. An advocate of wide handlebars for over nineteen years, I have become completely sold on this narrower type. I should add that this recommendation is limited to road riding where one is bound to experience some improvement in handling characteristics.

Comfort and appearance are served by the addition of button-tuck, diamond pattern upholstery on the seat. Like many another, this custom item is subject to the need for some caution on the part of the buyer. For example, it is a good idea to check whether the buttons are held in place by strings pulled all the way through holes in the metal seat plate. If so, they are likely to begin shearing off in a couple of weeks. Buttons which have been fastened beneath the fabric are better. The change to custom upholstery should cost no more than around $25 if you don't go super-fancy and the reward in personal satisfaction will more than justify the expenditure.

A purely-for-looks innovation is found in an easy, though significant, change in the rear shock absorbers. It is a simple matter to unbolt these (with the vehicle on the center stand, of course!), clamp them in a vise and remove the half-moon clips which retain both covers and springs. The bottom covers were hacksawed and ground with a disc sander to a length of two inches, then re-chromed. The springs, too, got the mirror treatment with a pay-off in good looks and no loss of performance or reliability.

The only other alteration of a major nature involved substituting medium-length megaphones for the standard mufflers. While appearance is enhanced, there are a couple of distinct objections to this idea: First, if the removable plugs are left in place a horrendous mulch of back-pressure will result with a consequent loss of engine performance. Second, if the plugs are removed, the Law will exert what we might call a negative force on your finances. In the instance of these megs both obstacles were overcome by the insertion of machine-slotted tubing which is regularly used by muffler manufacturers as core material. It can be purchased from nearly any custom muffler maker at low cost, cut to size and driven in place after having been wrapped with soft glass matting available from boat shops. This Triumph wound up with a pair of good looking "straight-throughs" that produce an astonishingly low noise level without undue engine strangulation.

The TR6 stands as a pleasing contrast of highly polished Ford *Mustang* red, pussy-cat black and sparsely distributed chrome. Color, of course, is a matter of choice, but this brand of red is both attractive and durable. Furthermore, because it is a plain color — not metallic or "flake — it is considerably less costly to apply and infinitely easier to re-touch when chipping occurs.

That stark, in-motion look isn't exactly summed up in mere terms of substituting narrower tank, bars and so on. It seems best described as an accumulation of little things. The small (3½") Yamaha looking glass, for example, with its mounting rod shortened to a minimum so as to avoid the awkwardness of a disc dangling in space. Another of these little things that add up is the shortened footpegs. The footshift, also shortened by about an inch, not only looks better, but achieves the convenience of more positive gear changing. Chrome-plated wing nuts which hold the license to its mount, while insignificant by themselves, seem to have contributed their mite to this bike's aura of sedate luxury.

A motorcycle is a kit...you re-make it to your own tastes if you want to rise above the ordinary and anyone with sufficient individuality to want to go "custom" will surely have an abundance of original ideas. There is beauty in simplicity. You too can discover that highly desirable middle-ground between pure "stock" and purely overdone.

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New Ventura Track !
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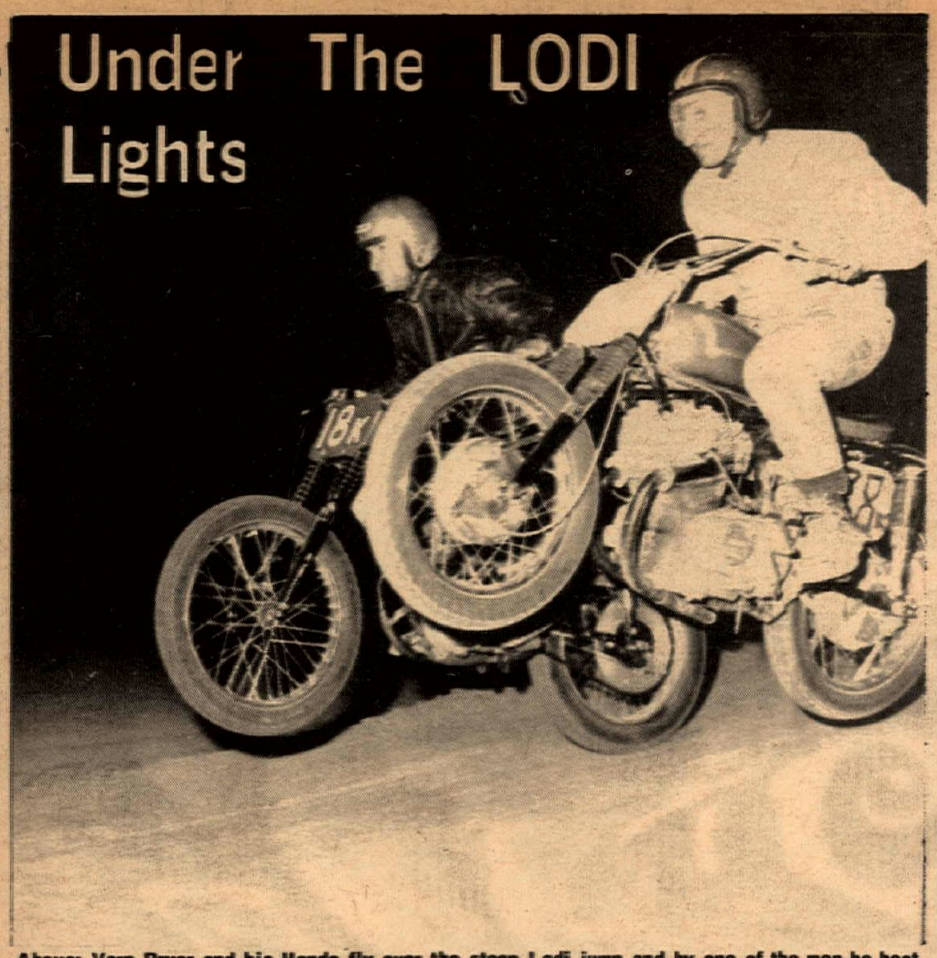
AUGUST 28th
CLASS "A" RULES FOR 50cc, 100cc and 250cc's. VENTURA COUNTY FAIRGROUNDS. GATES OPEN AT 11:00 A.M.
DON'T MISS IT!

Under The LODI Lights



Above: Vern Pryor and his Honda fly over the steep Lodi jump and by one of the men he beat in taking first in the 350cc Novice event.

Story by John Ramos and George Maness
Photos by John Ramos

The weekly Sportsman action at the Lodi Cycle Bowl is the equal of many Class C programs held around the country.

The events held last week were typical of the offerings of the Lodi live-wires. Nearly sixteen hundred fans watched 188 riders line up forty times to do battle for a share of the trophy gold.

A lot of the action on July 31 came from the surprisingly fast 90cc class. It took three starts to get this bunch going because three riders fell in each of the first two starts. When the little bombs finally settled down to some racing, Hodaka mounted Don Hoffman jumped into the lead with Bob Crosi and Cosby Chestnut chasing him on their Hondas. Hoffman and Crosi fought it out for the number one spot but when the dust settled Hoffman was still number one with Crosi and Chestnut in the place and show positions.

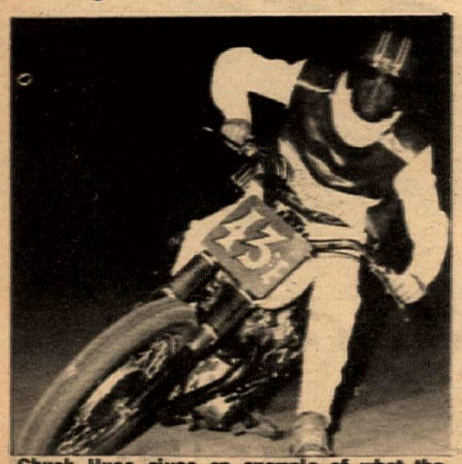
In the larger displacement classes very good racing was seen in the 500cc Amateur main. Wayne Chase powered his Harley-Davidson into the lead at the flag with Paul Knudsen (BSA) and Wayne Armstrong Triumph right behind. Before the end of lap two, Armstrong had passed Knudsen and started to challenge Chase for first. Chase, Armstrong and Knudsen played follow-the-leader for five more laps and on the sixth, the two Waynes traded places and at the checker it was Armstrong, Chase and Knudsen.

The 650cc Amateur go 'round was a real crowd pleaser. First place went to Chuck Huss who had held that position from the start but second and third places were the subject of a serious battle. The number two spot finally went to Triumph mounted Skip Hurliman after he fought his way out of the pack. The number three slot was filled by the third Triumph rider in the winners circle, Ramon Perez, but only after he too had battled the pack for most of the race.

Although a good crowd shows for every race, these men deserve all the cheers they can get. If you're not from Lodi, but will be passing through between now and the twenty-sixth of August, you owe it to yourself to see what it's like under the Lodi lights on Friday nights.

(Results on page 16)

Jump stylings by Terry Hawley, number one man in the 125cc Novice bash.



Chuck Huss gives an example of what the Open Amateur riders have to do to win their Class.

Lucky Trethewet and the 90cc Honda that beat all the 90cc Expert/125cc Amateur.

Dashing Debbie Jackline sliding her Hodaka into first place in the womens race.

Slightly out of shape but this unidentified rider bounced up after touching the dirt and continued the race.

Above: Roger Goldthwaite, Ray Huff and Mike Lopez show what good racing looks like as they fight for first in the 250cc Main.

Here is why so many riders show up for the weekly Lodi races - - Their trophy girl. This week's reason for racing is Karen Bushon. The 5 foot, 110 pound (37—23—34) cause of some of those battles for first place.

Here's what a fast Open Expert looks like under the Lodi lights. Don Stover provides our example by winning his class.

Four-year old son of Robert Daniels, first 60cc Novice, kisses the trophy girl "like daddy always does".

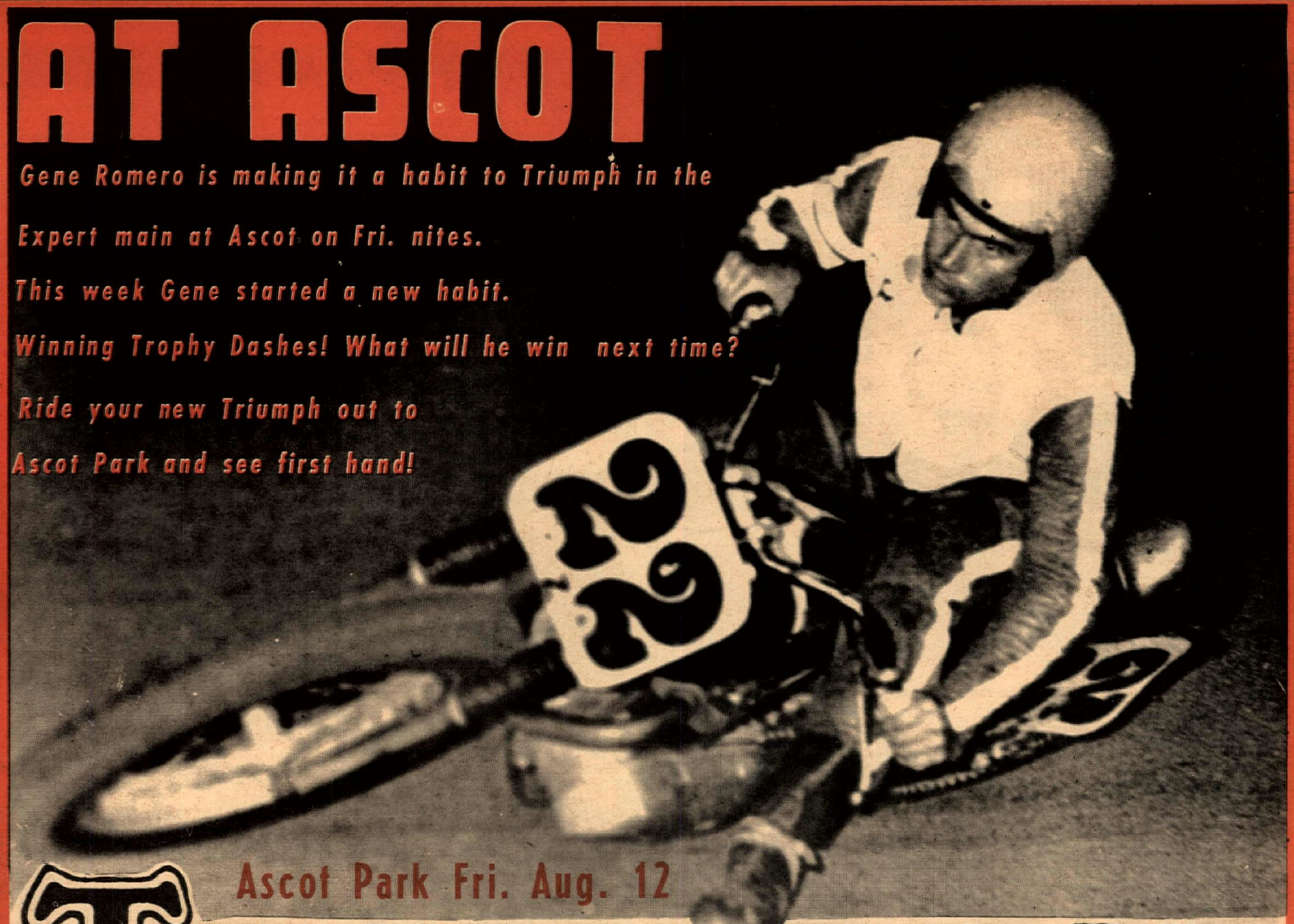
AT ASCOT

Gene Romero is making it a habit to Triumph in the Expert main at Ascot on Fri. nites.

This week Gene started a new habit.

Winning Trophy Dashes! What will he win next time?

Ride your new Triumph out to Ascot Park and see first hand!



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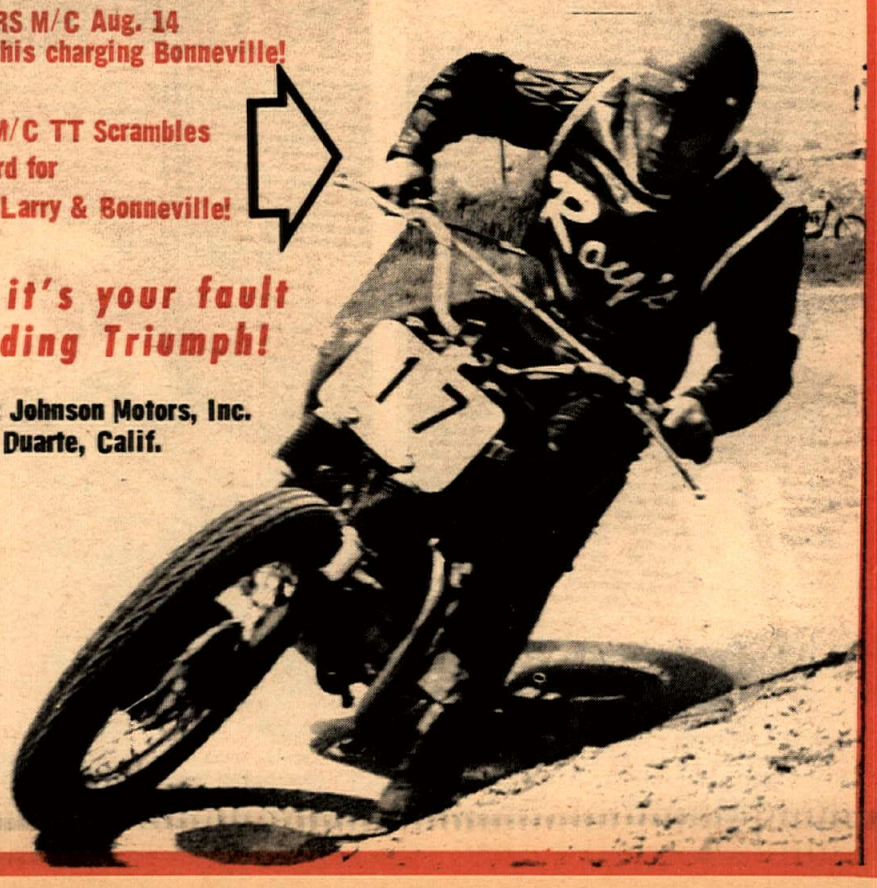
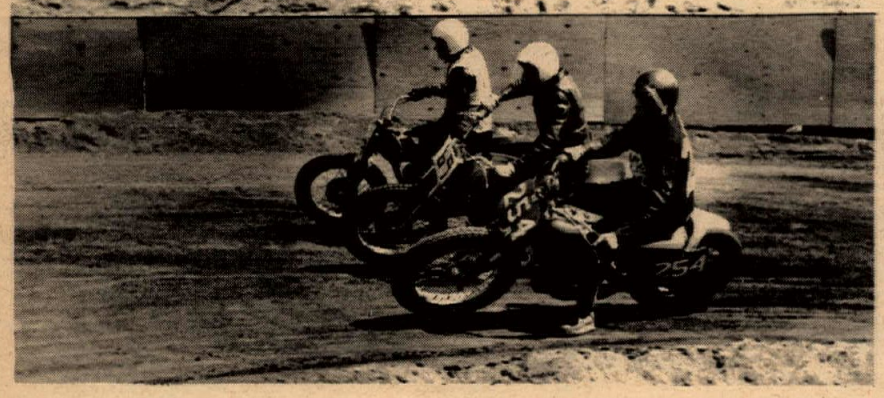
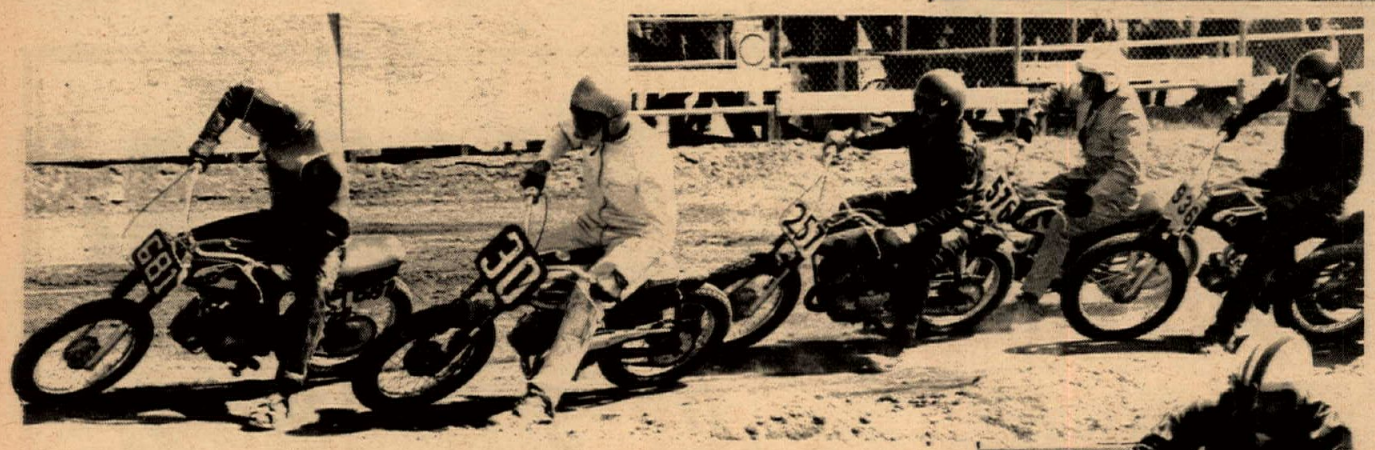


VENTURA PICTORIAL

Left: That's how they came out of the turns, folks— four abreast and sideways! Below: Keith Mashburn exhuberantly wheelied to his 250cc win.

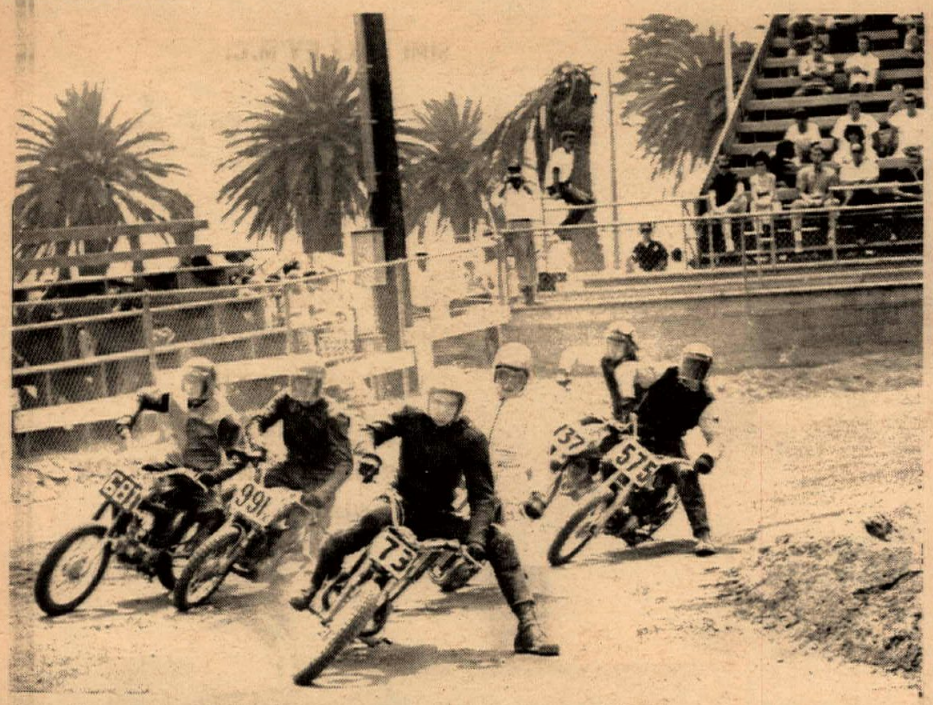


(Photos by Dennis Greene)

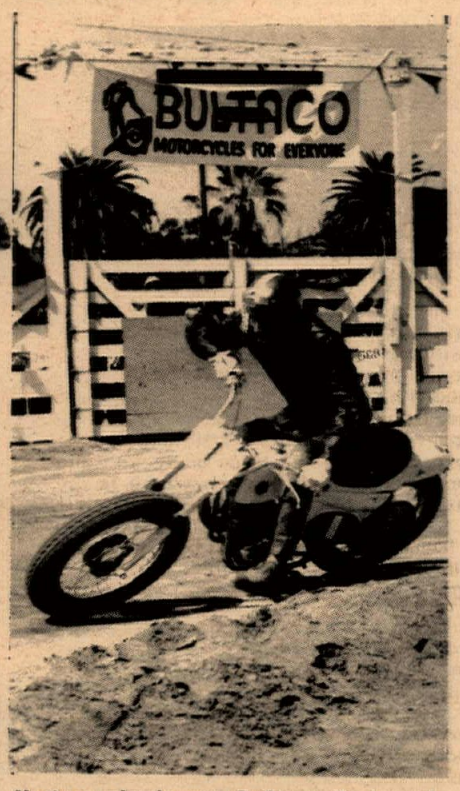


Tom Sherman, Rick Woods, Norm Elledge, Dale Ketcham, Steve Sherman do battle in 100cc Main. Elledge won.

Left: Rider overslides and meets the wall. Below: Steve Scott almost seems to be posing for an advertisement.



Here they come again, sports fans. Paul Wilde leads this 100cc prelim. Below: To fill time while the ambulance was gone, Wes Cooley staged this Backward Push race. Elledge proved fastest in either direction.



Montesa miracle man DeWayne Keeter unicycles to 250 B win.

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VENTURA SHORT TRACK from 1

ment and borrowed the Bultaco in order to participate. Under a little bit of a handicap riding an unfamiliar machine, Chuck still did well. Fifth place went to John Wiley from Ventura on a Montesa. Sixth, James Jackson from Ventura on a Honda, was up with the front leaders in the first part of the event, but going through Turn 1 lost control of his machine and fell, losing his front running position.

The 250cc A main event winner Keith Mashburn from Santa Susana on a Montesa, did an excellent job of staying out in front of number plate #1, Steve Scott from Thousand Oaks. In hot pursuit of both Keith and Steve was Mike Spitzer on his Harley Sprint. Several times, Mike was wheel to wheel with Steve but just couldn't seem to Sprint out of the corners as soon as Steve's Bultaco. Rick Woods finished in fourth spot after a bad start and some shifting problems. James Deehan from No. Hollywood on his Honda took fifth spot. This is the first time James has been out in the last several months. He is one of the top lightweight road racers in the So. California area and has also done very well in short track racing, although James has not competed much in short track racing this year. Last spot went to Mike Tillman from Canoga Park on a Honda. Mike was running in one of the front positions earlier in the event, but had some trouble coming out of Turn 2 at the halfway point, which caused him to go into the infield and lose his position.

The ACA will return again to Ventura on August 28th with ACA short tracking. Pit gates will open at 11:00 a.m., practice at 12:00, first event at 1:00 p.m. Now that riders are familiar with this new surface and the course, the next event should be even more exciting and the competition keener.

(Results on page 16)

DRAG RACING continued from front page

at Lions All Bike Meet on September 11th.

Congratulations, Bob

Bob Sirkegian was not present at Irwindale but took possession of an even finer trophy with an unlimited amount of aid by his wife and doctor. Bob was sitting in the plush pit area when his wife delivered a small pink wailer of 6 pounds 13 ounce displacement. Congratulations, it's a girl! (I wonder if they will nick name her "Beezar"?)

TOP GAS – IRWINDALE

Bob Michaels and his Harley Davidson did break the winning streak of Smith and Butterworth! Again the prominent figure of Lady Luck took sides in eliminations. Smith and Butterworth were defeated when a coil wire separated and brought a terrible halt to their elapsed times ranging in the mid-elevens. Bob Michaels turned 11.92 and 116.27 miles per hour for the victory in top gas. Bob will be back again next Saturday and plans to repeat the victory by virtue of sheer speed and E.T. rather than the "little old lady".

Thanks To a Good Dealer

Mr. Bob Laidlaw of Laidlaw Harley-Davidson was a great help to many at Irwindale this Saturday. He made his presence well known to anyone that needed help. He would tune, hold a light and listen to a problem. This is the type of cycle dealer participation that makes it a pleasure to do business...and the guy you think of when you're in the market for products or service.

Saturdays at the strip, Mr. Laidlaw is a friend, not just a business man. We hope he will join us again!

TOP STREET – IRWINDALE

There was no element of chance or luck in the races for top street. It was just a straight race of the quickest class winners and it took an elapsed time of 12.68 seconds to capture the victory. Eastes and Downum have made what may be an unbeatable team with their Harley-Davidson. Their best speed of the day was 105.26 miles per hour and it may be faster and quicker as days go by.

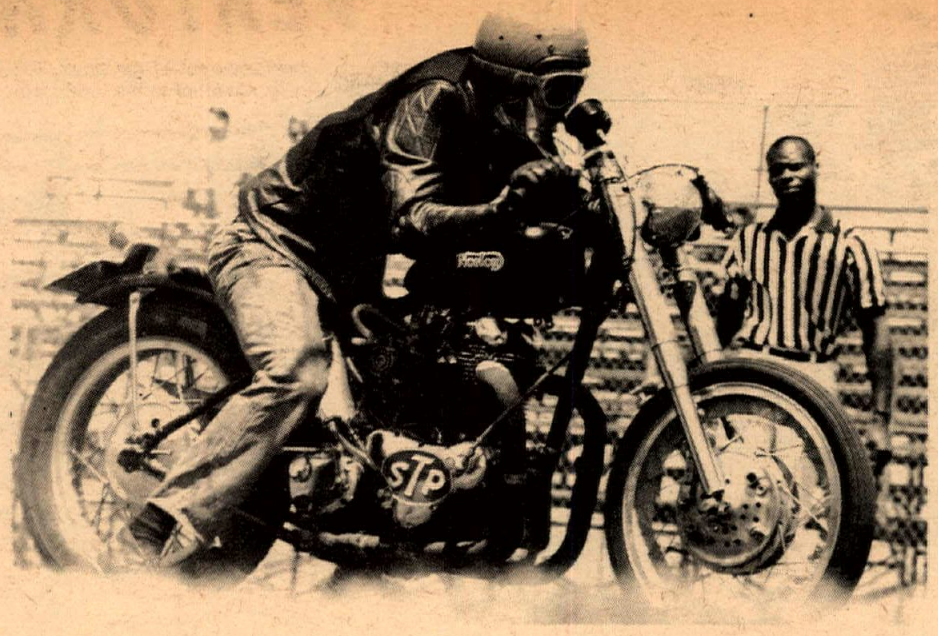
Their closest contender of the weekend was Bruce Miller. At Lions drag strip, Bruce turned 12.49 and 106.76 miles per hour, but alas, that was 35 miles away. Soon we may see Eastes & Downums vs. Miller. Heads up and may the best man win!

Lions Records

Bob Braverman and Dave Allee made outstanding changes upon the strip record book at Lions.

Dave Allee brought his 305 street bike from its home base of Krause Honda of Inglewood, Calif., and changed the record by a full second in elapsed time and a margin of 7 miles per hour. The total figures are 13.80 seconds and 96.25 miles per hour. Egad! thats what my old 350 did and it's darn close to LeRoy Wymans 350cc elapsed time. In fact, its faster in miles per hour.

Bob Braverman has eked a further performance increase from his 250cc Yamaha drag bike. Every time it seems there can be no improvement, a slight change produces astounding results. This week Bob increased the record to 12.61 elapsed time and 102.97 miles per hour. What next week?



New Attractions & News

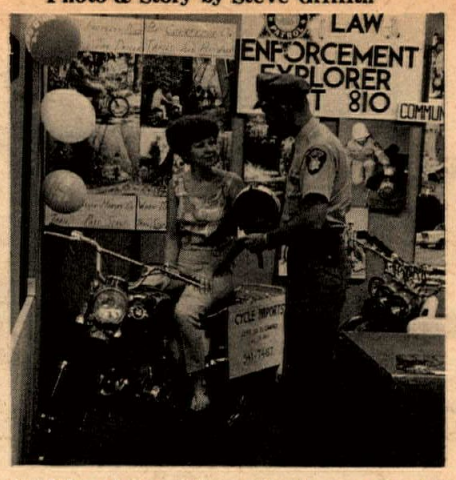
Joseph Teresi and M. Blair brought their Buick V8 drag bike to both Lions and Irwindale, but ran into difficulties in sustained running. When the problems are gone the bike should really go. 425 lbs. and 250 h.p. may be the equation needed for a fantastic performance.

Next Sunday August 21st will be the last Sunday of regular competition at Lions drag strip. The drag day will change to Fridays with the gates opening at 3:30 p.m. and eliminations starting about 7:00 p.m. Special events such as the All Bike Meet will be held on occasional Sundays. So, after next week I will see you Friday nights at Lions.

(Results on page 16)

BIKE SAFETY at SAN MATEO

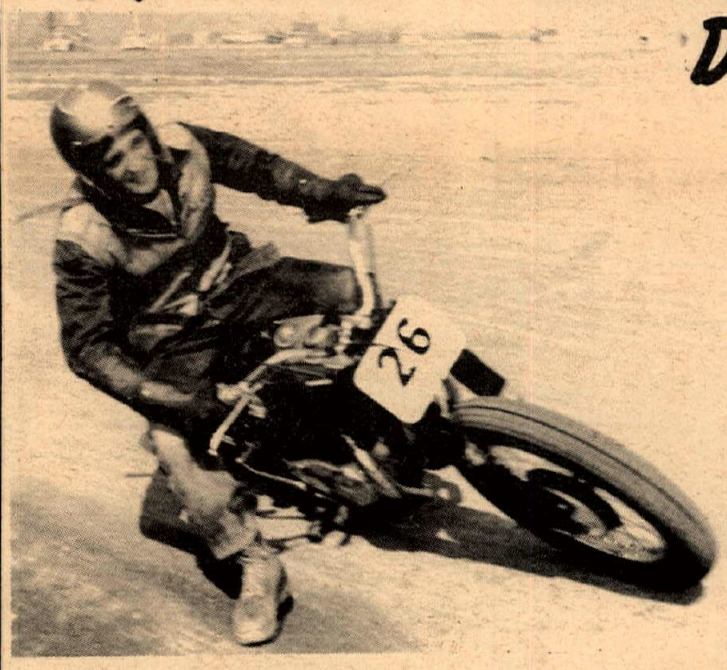
Photo & Story by Steve Griffith



Sheriff explains virtures of safe operation to Diane Dorresteyn, who only recently learned to ride from husband Richard.

The display promoting motorcycle safety at the San Mateo County Fair was unusual and interesting. The Explorer's Post 810 and the Sheriff's Department made this successful exhibit really outstanding. They gave out short written tests, and those who could pass it successfully (and had a valid drivers license) were entitled to a trial ride on a 50cc Suzuki on the practice track. The motors were supplied by Cycle Imports, 2293 So. El Camino, in San Mateo. I thought it would be of interest to our readers to know that we have friends among the law, and that they are interested in our safety and welfare.

BSA TWIN
DYNAMIC DUO
DOES IT AGAIN!



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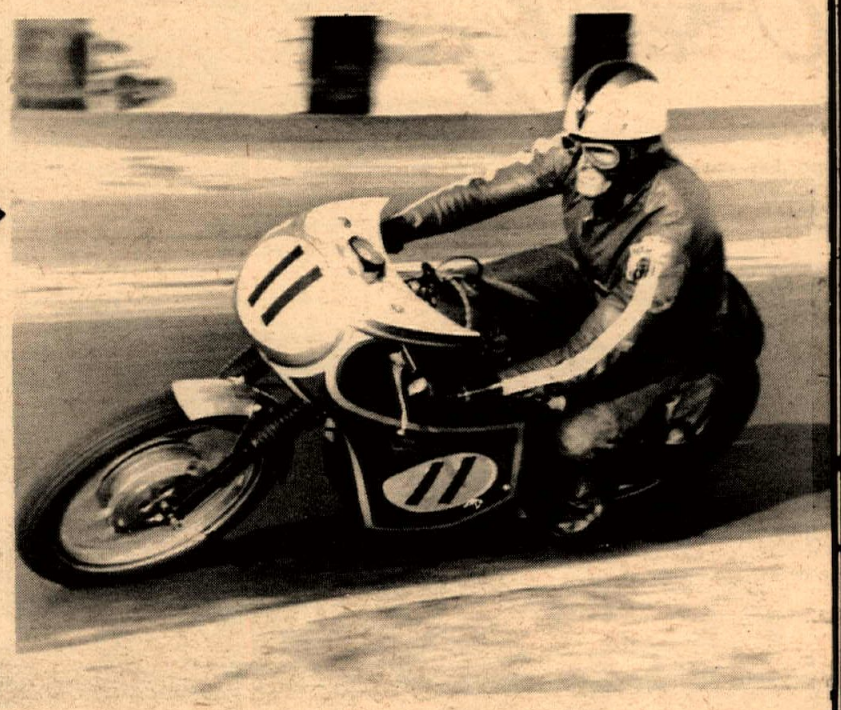

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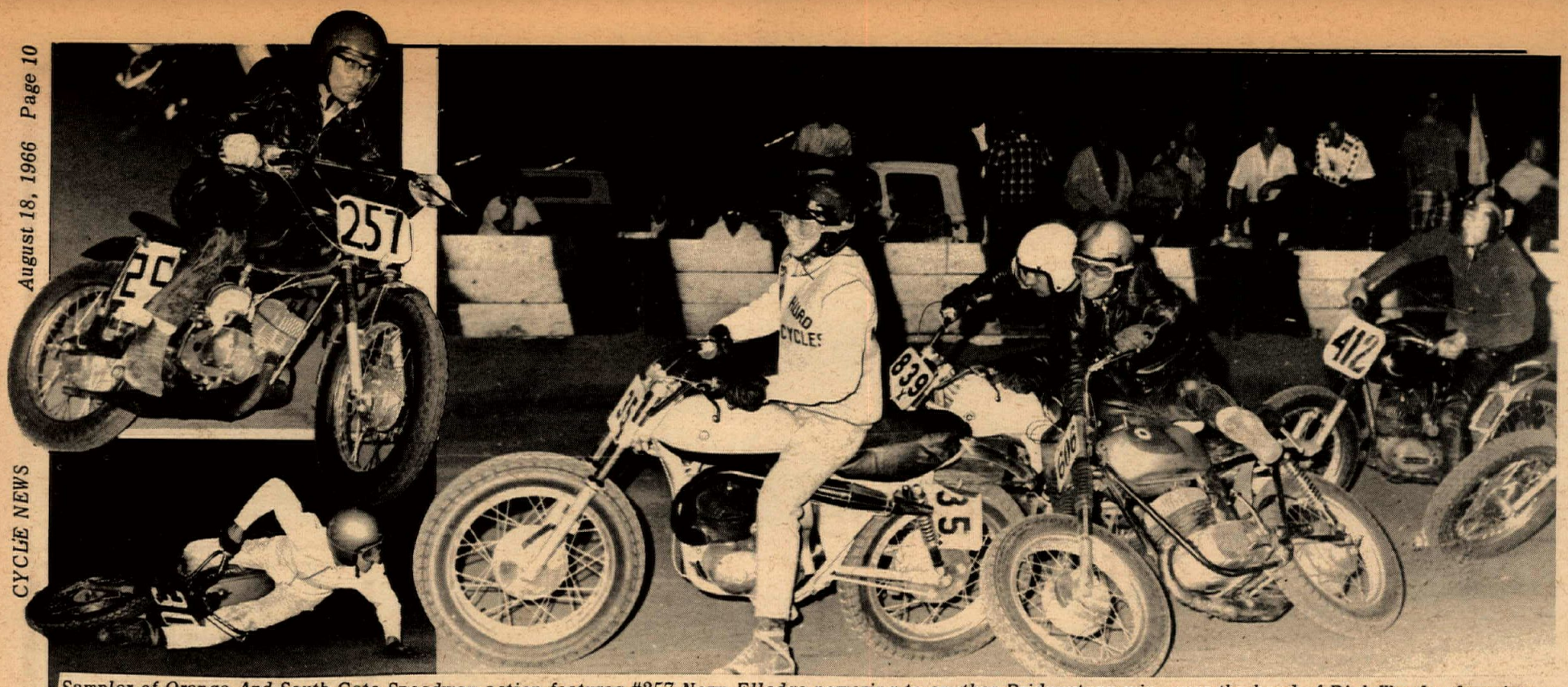


Sampler of Orange And South Gate Speedway action features #257 Norm Elledge powering to another Bridgestone win, over the head of Rick Woods, dropping his Ducati without harm, although he looks about to be run over by Keith Mashburn, who is barely eluding a tangle of hotshoes behind him.

(Photos by Dennis Greene)

Orange County Speedway 8/10/66. Spectators saw several new faces in the winners's circle this week. To start off in the 50cc main event, no. 21 Tom Layne from Long Beach on a Honda moved into the winner's circle for the first time this year. The 100cc trophy dash for the first time this year went to Joe Brown from Bell Gardens on a Yamaha. Joe has been plagued with problems through-out the entire year, but he came through in good style in the trophy dash. He was not quite as fortunate in the main event when, in his excitement, he forgot to turn the fuel on and coming out of Turn 2 in the straightaway his machine died.

South Gate Raceway 8/11/66. Fans welcomed Steve Scott after an absence from the track for several weeks. Steve gave his usual spectacular performance by winning the 250cc trophy dash and A Main event, but not without some stiff competition from Ivan Oden on his Honda who finished second and Mike Spence who finished third on his Harley Sprint. Fourth place went to Keith Mashburn and fifth to Lee Stumpenhaus. Lee was taking it a little easy Thursday night because he said he wanted to be in good condition for his marriage Sunday morning, but he but he promised to be back strong as soon as the wedding bells quit ringing in his ears.

The 100cc B Main went to Mike Wolff from Phoenix, Arizona on a Honda. Mike is taking his vacation in California and decided he would like to try some of the ACA short track he had heard about .

(Results on page 16)

Fearless Faria Comes Thru at Vallejo

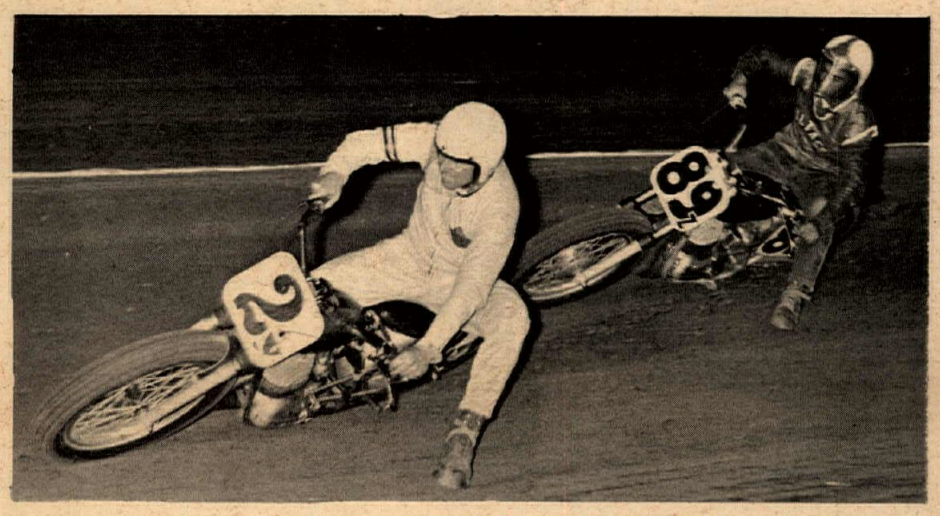
By Pattie Prestige

Dick Faria of San Pablo had taken the back seat long enough...and decided to do something about it. After winning last week's races, Dick came back this week to again win the Heat, Semi, Trophy Dash and the Main. If this keeps up we'll have to send our "Fearless Faria" to L.A. and see what happens! During the fifth heat there was quite a show. The outcome was one Novice racer (who weighs in at 115 lbs.), one oh-so-fast H-D (owned by Dud Perkins and tuned by Jimmy Bellin) and a time of 1:29:23 for 6 laps. The racer's name is Jimmy Kimura, we believe you'll be hearing lots more about him in the coming years.

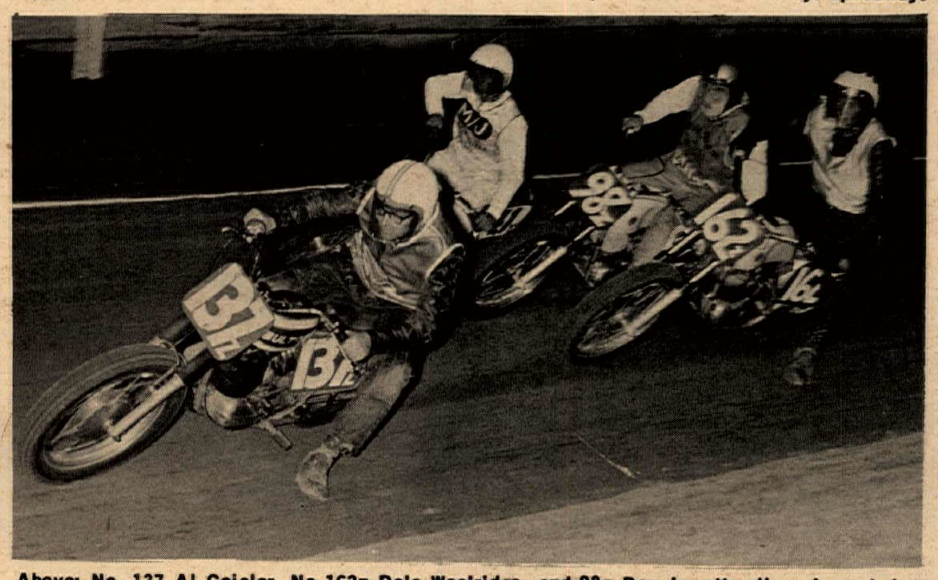
After the races, while waiting at the payoff window, some of the boys were talking about the big race coming up and how they'd have to do something special to their bikes 'cause this would be the last race of the season. For those of you who don't know what the big race will be, here it is: ...on the weekend of October 1st & 2nd, District #36 plans on having a Northwest Championship TT program at Brisbane, California. There will be a purse of $3400.00 for three classes of Notice, Amateur and Expert. Keep your eye on Cycle News for more information.

The Suzuki racing team will hopefully turn in their Suzie-Q's in for the Big Bikes (rumors have it that they will by Triumphs). The team consists of Dave Bostrom, Dick Dorrestyn and Paul Bostrom (the "big three" from Northern California) along with the A&A Motors boys on their Royal Enfields.

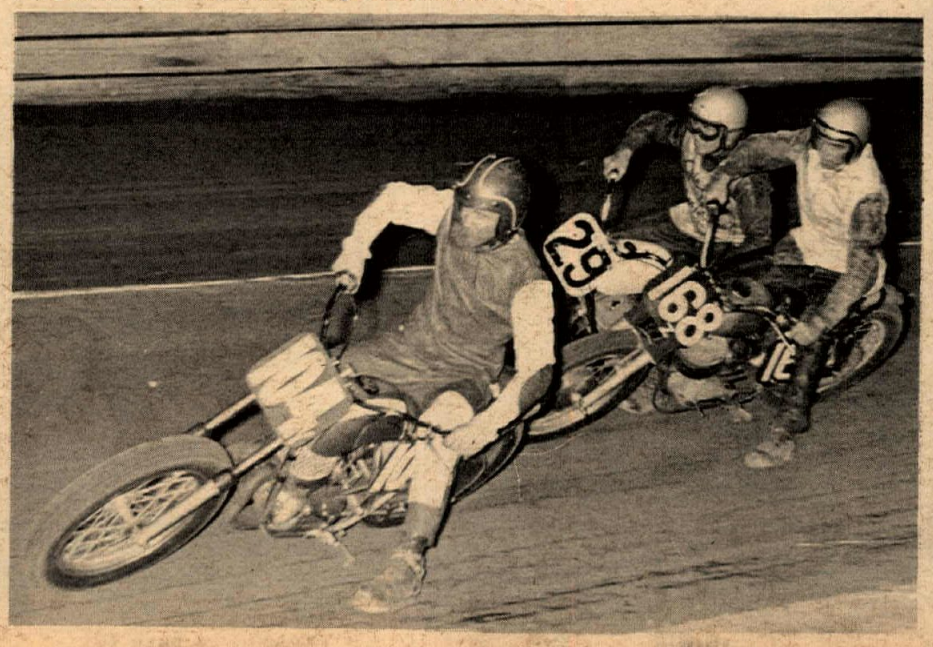
All and all it's gonna be one heck of a hectic time coming up ... with three Nationals in California in one month, a Half-Mile, a Mile a Road Race and to wind it all up ... a TT. What a way to finish the seas n! As a sneak-preview of what's to come, we shall hope to have another TT during the month of August. Keep your eyes open for further developments, you'll see it here!



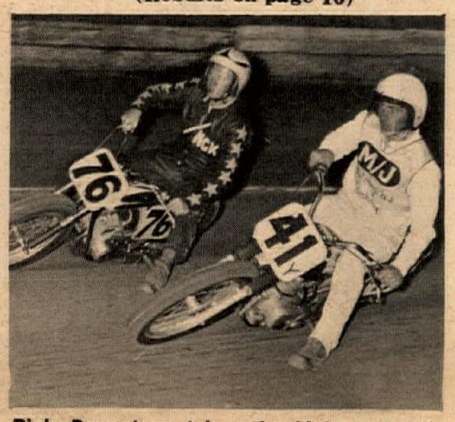
Al Lauer of Sacramento here eludes Duane "Mouse" Francisco, both on Buls at Vallejo Speedway.



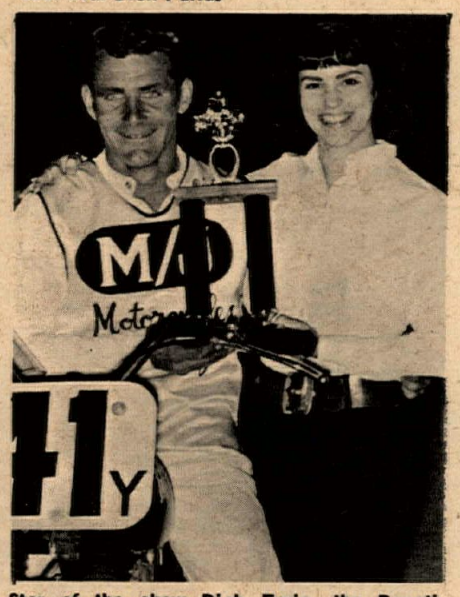
Above: No. 137 Al Geisler, No 162z Dale Woolridge, and 98z Dan Jewett, all novices, being scooped on the outside by Expert Dick Faria at Vallejo August 12. Below: Tight racing featuring No. 104y Bob Self, 168z Jerry Beck and Bill Verbisco.



(Photos by Steve Griffith)



Rich Dorresteyn takes the high groove in duel with Dick Faria.



Star of the show Dick Faria, the Ducati wonder, with lovely Vallejo trophy girl.

RESULTS

VALLEJO SPEEDWAY
Aug. 12, 1966

1st HEAT Time 1:32:45

Duane Francisco	Bul
Bill Stockham	Bul
Danny Davies	Suz
Bob Hayes	Bul

2nd HEAT Time 1:31:99

Dick Faria	Duc
Dan Jewett	Bul
Dale Woolridge	Bul
Byron Feldhake	Bul

(Continued on page 16)

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RED BLUFFERS DOMINATE CHICO CONTESTS

By John Noffsinger

CHICO CYCLELAND SPEEDWAY, CHICO, CALIF. Aug. 6—It appears that Saturday 8-6-66 was Red Bluff, Calif. night at Cycleland Speedway. Riders from that community captured two of the night's racing events.

The 90cc class was led from the start to the finish by Terry Hughes of Red Bluff, Calif. on a Honda. It appears the handicappers in this event simply did not get through traffic fast enough to catch Mr. Hughes. Second, was Ray Vatney of North Highland, Calif. on a Moto Beta. Third, was Paul Minor from Sacramento, Calif. on a Honda.

The 175cc class was captured by Gary Willis, Sacramento, Calif. on a Bultaco; followed by Bob Vaughan, Oroville, Calif. on a Honda, and by Bob Milligan Red Bluff, Calif. on a Bultaco. I might add that Mr. Milligan is racing with a broken foot, and did not put his foot down in the corners.

John Dotson Rio Vista, Calif. on his Bultaco won the 200cc class on the last lap, finally overtaking Dennis Chandler of Central Valley, Calif. on his Bultaco. Third, was Bill Snodgrass of Oroville, Calif. on another Bultaco.

George McCarty, Red Bluff, Calif. on his Honda was able to get through traffic fast from his handicap position and again simply ran away with the 250cc event. Second, was Bill Saltzman of Reno, Nevada on a Bultaco. Third, was Hayes Williams Reno, Nevada on a Honda.

The 60cc class was won by Harley Eads of Oroville, Calif. on a Yamaha followed by David Kline of Reno, Nevada on his potent Honda and Mike Rockwell of Oroville, Calif. on yet another Honda.

Several riders on that night appeared to have stretched their frames. One rider was protested and advised to shrink the frame back to the original size. No doubt everyone will be on watch for further stretched frames the night of 8-13-66 when the next races are scheduled.

BUNNIES ANNOUNCE BUCO RETURN TO WEST

A record turn-out of more than 560 persons, including leading representatives of the motorcycle industry, members of the motorcycle trade and consumer press, automotive editors and other enthusiasts attended two dinners this week at the Los Angeles and San Francisco Playboy Clubs.

Occasion was the formal announcement of the opening of the American Safety Equipment Corporation's new Buco division plant in Fresno, devoted to the manufacture of safety helmets, accessories and other safety equipment for motorcycling.

Guest speaker at both dinners was Professor Lawrence M. Patrick, chairman of the Impact Sub-Committee of the American Standards Association, and head of the Biomechanics Research Center at Wayne State University. Professor Patrick showed a documentary film demonstrating safety testing techniques on helmets. He also outlined new safety regulations, and their application to road and sport motorcycling.

John Thompson, Sales Promotion Director for Buco explained how the new Fresno plant installation would benefit the entire westcoast by insuring rapid delivery, and dependable service.

Tom Johnson, Vice President in charge of Sales for the American Safety Equipment Co. told how mushrooming volume had implemented many other plant acquisitions, servicing the east and midwest, as well as the west coast. Buco's withdrawal from its west coast outlet last year was a strategic retreat, Johnson explained. Now the company intends to satisfy the tremendous demands for helmets, saddlebags and accessories in the West.

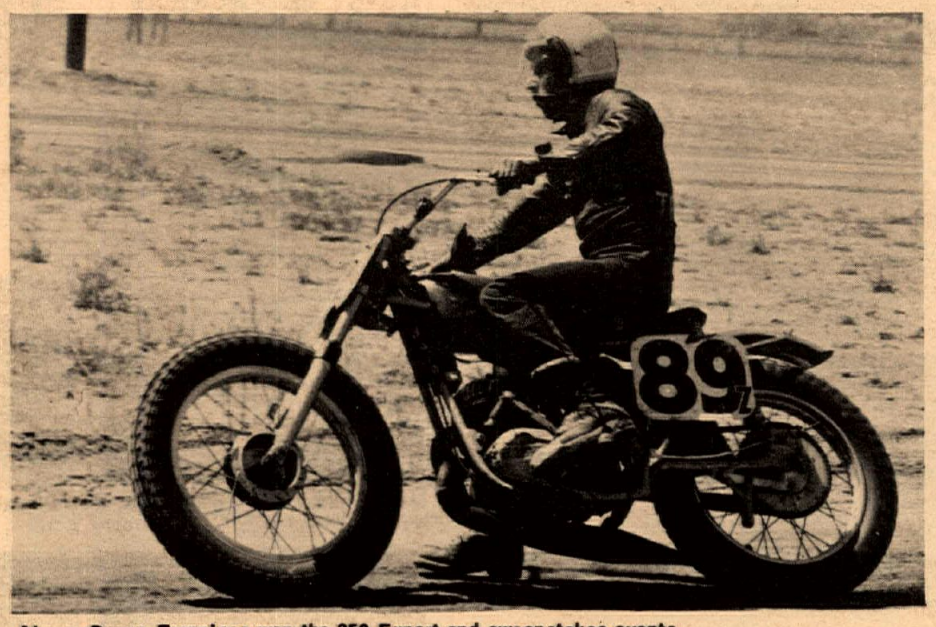
In attendance at both banquets were American Safety Equipment Corporation President Ken Krasnow from New York; J.M. Hannan, President of the American Safety Equipment Corporation of Michigan; R.K. Robinson, Vice President heading the new Buco-Fresno operation; David Freeland, Sales Manager; Terre Insco, Sales Service Manager; Russ Clayton, California Sales Representative, along with the entire staff of the Buco-Fresno plant.

Helmet-wearing Playboy Bunnies added a gay touch to cheesecake festivity at both affairs.

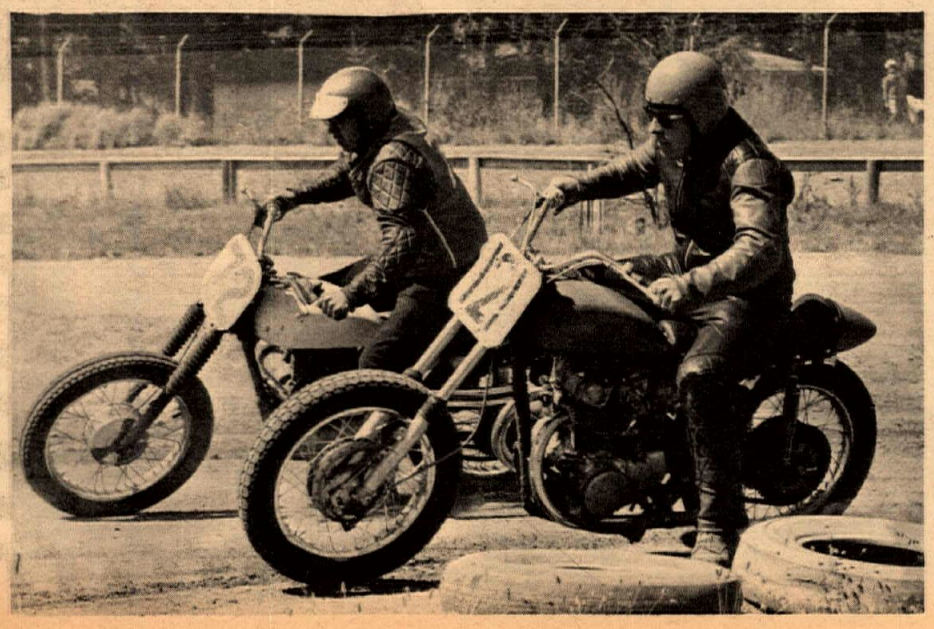
5000 Fans Cheer As Teenager Takes Trophy

Spills were not uncommon as riders sped for positions in afternoon heat races.

Hank Caslo and Steve Nason in the 650 Main event.



Above: Duane Francisco won the 250 Expert and sweepstakes events.
Below: Bob Killian and Chuck Buchanan ran this close through most of the 500cc heat.



Mark Williams displayed a very grown-up sliding style in his thrilling ride to Open Class victory.

Photos and story by Warren Walker

Grants Pass, Oregon— Sixteen-year-old racer Mark Williams won the 650cc A Main and took second in the 250 A Main Event at the Oregon State TT Championships on August 6th as 5000 screaming fans cheered him on to victory. Veteran Duane Francisco also basked in the crowd's wild approval as he took the 250cc A Main and topped all other classes in the Sweepstakes.

Although these men dominated the night's racing they managed to share a few of the honors with Grants Pass hometowner Gene Schnieder for the 100cc A Main and with Elton Law of Eureka, Calif. taking the 500cc win.

A total of 186 riders from Oregon, Washington and California competed in this, the Fifth Annual Championship Race held at the Grants Pass Track. From the evidence of all the enthusiasm of the riders and the fans, this is sure to be an increasingly popular yearly event.

(Results on page 16)

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PICNIC HARE SCRAMBLES

By Bill Pettigrew

Jack Ross hosted another of his popular Picnic Hare Scrambles 15 miles East of Lancaster, California on Ponderosa Ranch property. These events, although non-sanctioned, seem to have a promising future. The latest hosted a substantial number of riders and picnickers as compared to last year, when there were more rabbits on the course than riders.

Above: second place finisher Lonnie Peterson flies in pursuit of the elusive bunny. Right: Bob Mazzenga had fun and won a trophy.

The Ponderosa course includes a wide variety of terrain in its 16-mile loop. Soft sand sections, steep hills and hard sand were encountered. Many a rider and machine retired early under some scattered Yuccas along the course to cuss and discuss how tough the race was.

Trail Bikes MORGAN... Who Else?

Hodaka riders seemed to find the course to their liking as they landed the first six places in the Trail-Bike class. Jack Morgan led his competition around the course to take another win away from fellow desert enthusiasts. Ray Shorb and Carl Stevens couldn't manage the pace of Jack Morgan but still copped hard ridden second and third places. Riders in the Trail-Bike class found themselves with a good chance of getting a trophy for their efforts. A total of 13 awards were given in the small class alone. With a total of 22 entries in the class this leaves a rider with fairly good odds of taking home some "Braggin' Brass."

As this event was divided into Trail-Bikes and Big Bikes, there is no separate victor in 150, 350, 500, and so on. The first bike to cross the finish line after the two required loops is the winner of the Big-Bike class.

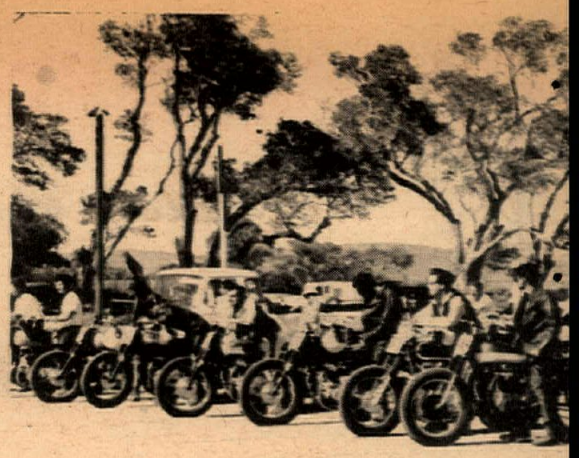
Rod Pack rode a borrowed Triumph to victory in the Big-Bike class. Rod got a good start and increased his lead all the way to the smoke bomb, which incidentally, he rode directly through, due to being slightly out of control. Rod was followed by second place man Lon Peterson, although the only time Lon actually caught Rod was at the bottom of the steep hill section on the second loop. Rod then managed to pull away to gain another good lead and cop top honors. One particular Desert Rider who just doesn't seem to get his share of glory in Cycle News is Mr. Ben Bok.

All Trophies

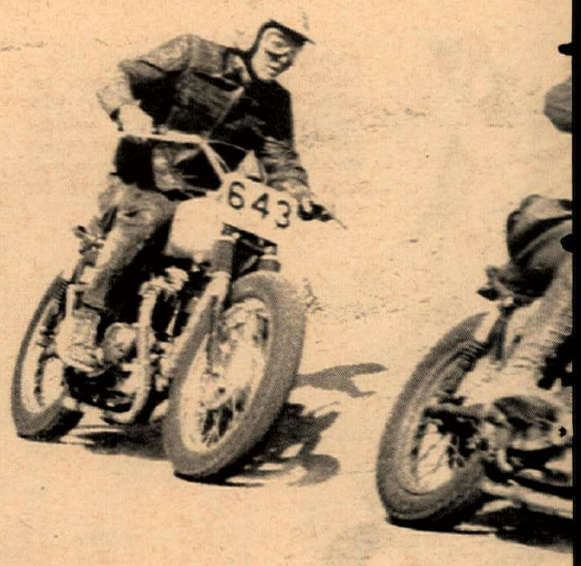
All the finishers in the Big-Bike class trophied in the event. Many riders mentioned it was the roughest 30 miles they had ridden but were soothed by their glittering awards. Although there was some question as to whether some riders had followed the course, this was cleared up to most everyone's satisfaction. Thanks go to Jack Ross and his cohorts for providing a day of money's-worth riding and an overall good desert meet. The next scheduled race at Ponderosa is on Labor-Day week-end.

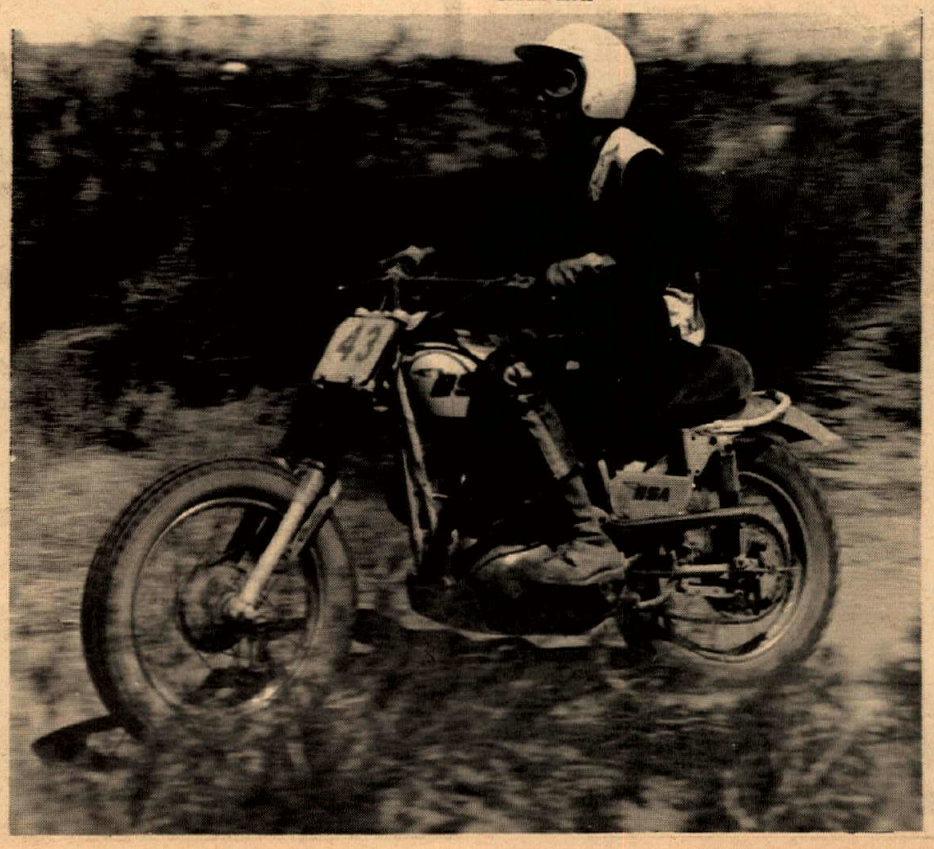
(Results on page 16)

Above: It looks like... can it be? Larry Haley his own self? Naw, the bike's too cherry. Below: Hare-chaser on a haulin' Hodaka, brother Jack Morgan.

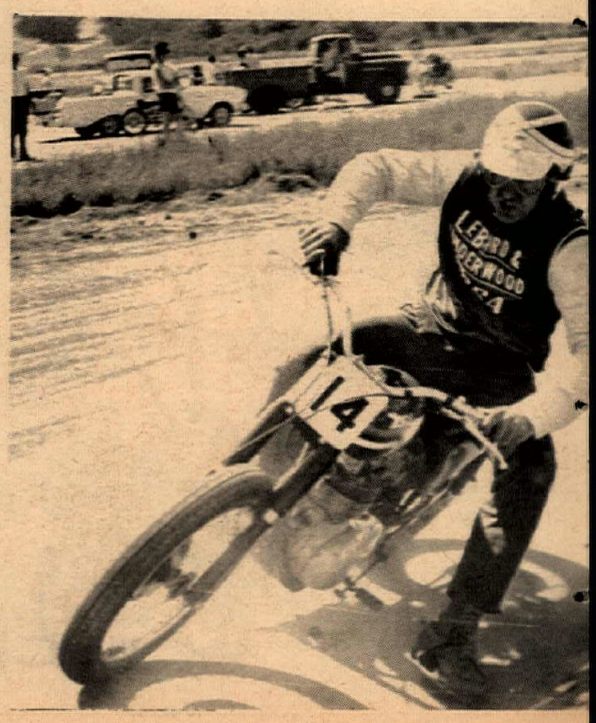


Above: Jim Bassey displayed his beautifully set up hust Prado Sunday. Led the main until he stirred the gears t Below: Horsepower helps at Prado Park. These riders e have it. Their names don't appear in the results.



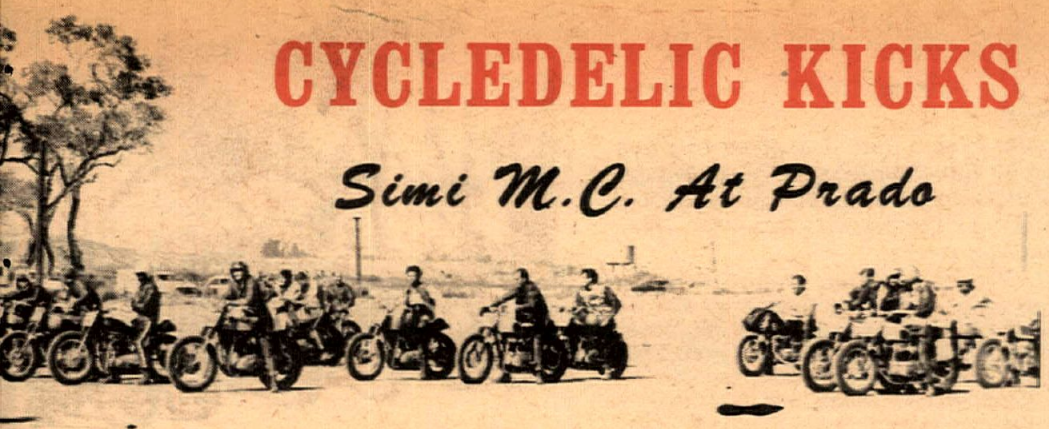


Below: Oscar Thompson stirs up the Ponderosa Ranch real estate. It's durty, but it's clean dirt.



CYCLEDELIC KICKS

Simi M.C. At Prado



By Maureen Lee

Can you imagine the expression on the scorers' faces Sunday, when four riders gathered in a group on the Prado half-mile turn, sorted themselves out into a straight line and all hit the finish line together? The Simi Valley M.C. hosting at Prado could have had a fit, but they took it the way it was intended, and got as big a kick out of it as the riders did, who were just cracking up. They were all 21" Honda-mounted Amateurs by the names of Jim Kincaid, Tony Simon, Bob Forester and Jack Coode, and in a direct quote from the group to this reporter, "We decided that since the only Expert in the class is Monte Darling and he really needs the points, we'll let him have the win and we'll just ride for fun." The result from this carefully laid plan was one of the most enjoyable-to-watch races Prado has had for a long time. In all three motos they went skidding around, laughing so hard while trying to get their group in a straight line, it's a wonder they didn't weiner themselves, but they succeeded in the line two out of three times. You can bet your buttons that it relieved a lot of tension from their current string of races where they have been going all-out week after week and it gave them some real fun for a change.

You couldn't believe how hot it was in the morning (if you ride Prado, you KNOW) but it was worse than usual and the track was slicker than ever, as the extra number of crashes bore out. One minute you were up and then woops-a-daisy!

Jim Bassey on his beautiful Suzuki just tore up his 250 Expert heat, and then developed troubles in the Main when at a crucial point he forgot which way Suzi shifted and dropped back to take a fifth. Carl Patrick, who hadn't done too well in his heat, got into the lead with Montesa-mounted David Ham right after him, and the two staged a real duel. Ham ducked to the inside on the turn leading to the back straight on one lap and almost pulled up alongside, but somehow Patrick pulled a bit more power out of his 'Taco and kept the lead.

With four gal riders, Simi Valley allowed them to have a motocross all to themselves that developed into quite a wing-ding for a Ladies Race between Juanita Jenkins on a Honda and a girl from Las Vegas named Peggy Ferguson on a Hodaka. Peggy is really something to watch. She is surprisingly fast, perhaps faster than any other girl we've watched at Prado on a small machine, and although this was her first time out on a fast TT track, she did extremely well. But one thing got to her. That good old Prado slick surface! Get out of the groove and you've flat had it! Both of these girls decided that it was to be their win come hell or high water, and traction escaped both of them several times putting them down hard, but both rode the three heats. Peggy finally went down so hard in the third heat coming out of the sweeper that she couldn't continue as she really skinned herself up, and Juanita took the first in the heat. When the points were finally totaled up it was a little old lady from Long Beach with three second places who took home one of Simi Valley's really heat trophies, and was I happy!

The 500cc Expert class had quite a thing going with Jim Hunter winning the class, but with John Heynemann and Darwin Ballard on hot, hot Goldies, and Chuck Minert on a Victor scrapping away behind. John Heynemann was really wailing down the straight, gaining on Chuck who was all tucked in behind him, but at the end "Feets" forgot there are such things as brakes and sailed in full bore, going high and sliding around almost side by side with John. He did the same thing with Darwin Ballard one time on the half-mile, but the Goldies were fast and he had to settle for a well-ridden fourth place.

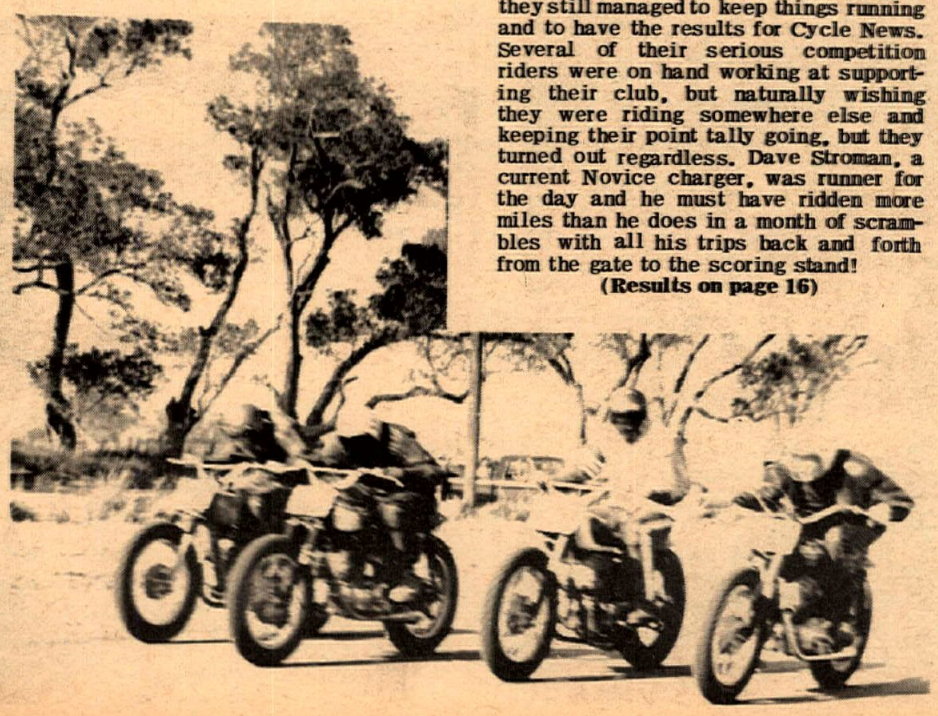
Larry Wilborn took the Open Expert moto, but not after having a real tussle with another Triumph rider, C.H. Wheat. In one moto, Wheat led it almost the whole time, but with Wilborn right behind him, and coming out of the half-mile he got to the inside and got by. A nice end to that race was watching Larry's young son carefully signing the roster for his dad's trophy and filling out the envelope for the mailing of the name plate at the end of the day when the gold was given out.

The Simi club was way under-staffed and they worked themselves silly, but they still managed to keep things running and to have the results for Cycle News. Several of their serious competition riders were on hand working at supporting their club, but naturally wishing they were riding somewhere else and keeping their point tally going, but they turned out regardless. Dave Stroman, a current Novice charger, was runner for the day and he must have ridden more miles than he does in a month of scrambles with all his trips back and forth from the gate to the scoring stand!

(Results on page 16)

Below, Left: Chuck Minert took a fourth in 500cc Expert moto results. Below right: Funnin' with the flagman, these four Amateur 350 riders confused scorekeepers by crossing the finish line in a 4-way photo finish— all tied for second.

(Photos by Maureen Lee)



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250cc—A—Main
1st—Keith Mashburn—Montesa

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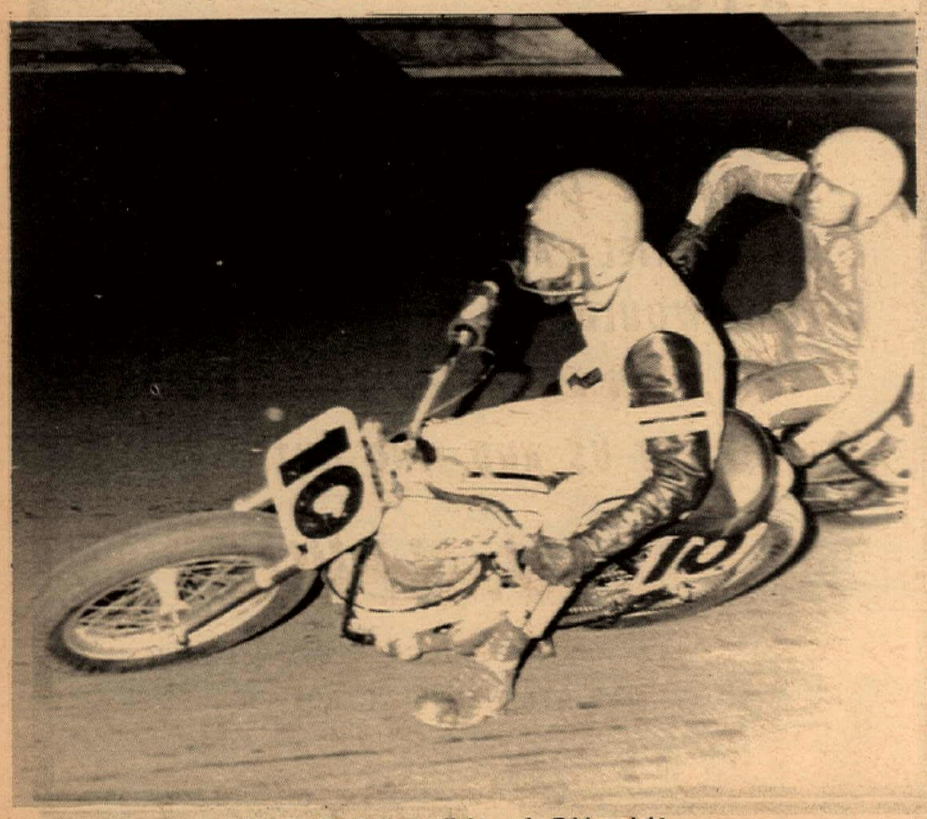
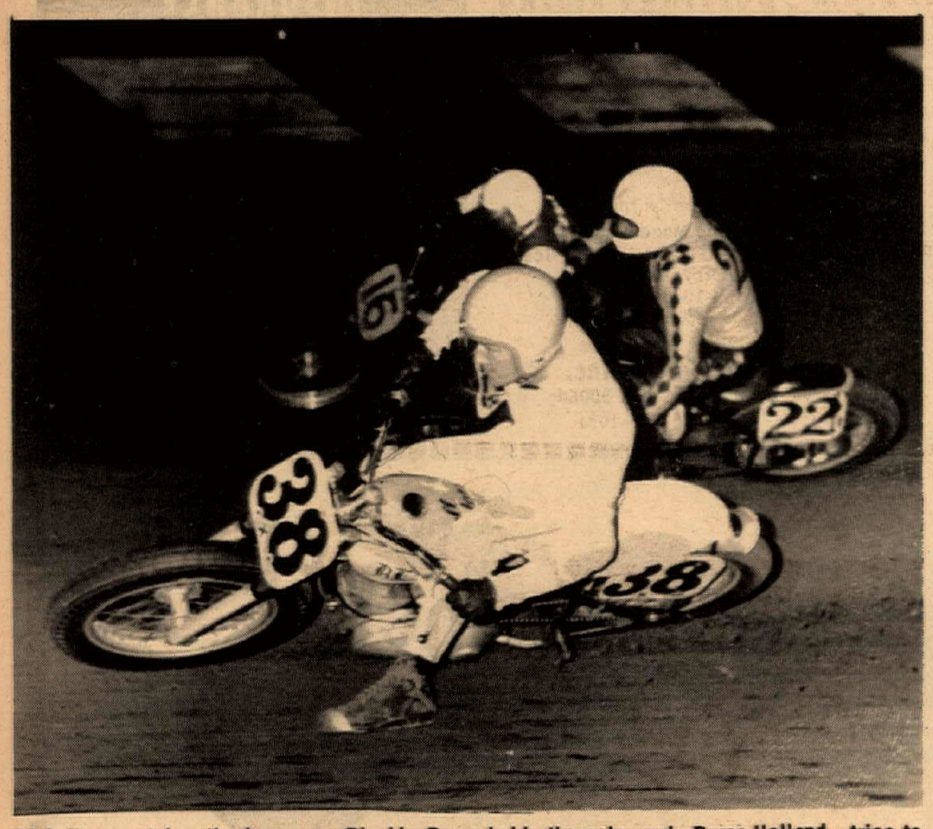
The finish of the Expert Main was about this close, as Romero did it again.



Johnny Isaacs powered into the Amateur spotlight again Friday night.



Dick Hammer takes the long way, Blackie Bruce holds the pole, and Bruce Holland tries to split the difference.

ASCOT continued from front page

Main, closely pursued by Ralph. Lacher led it on his Harley for several of the 15 laps.

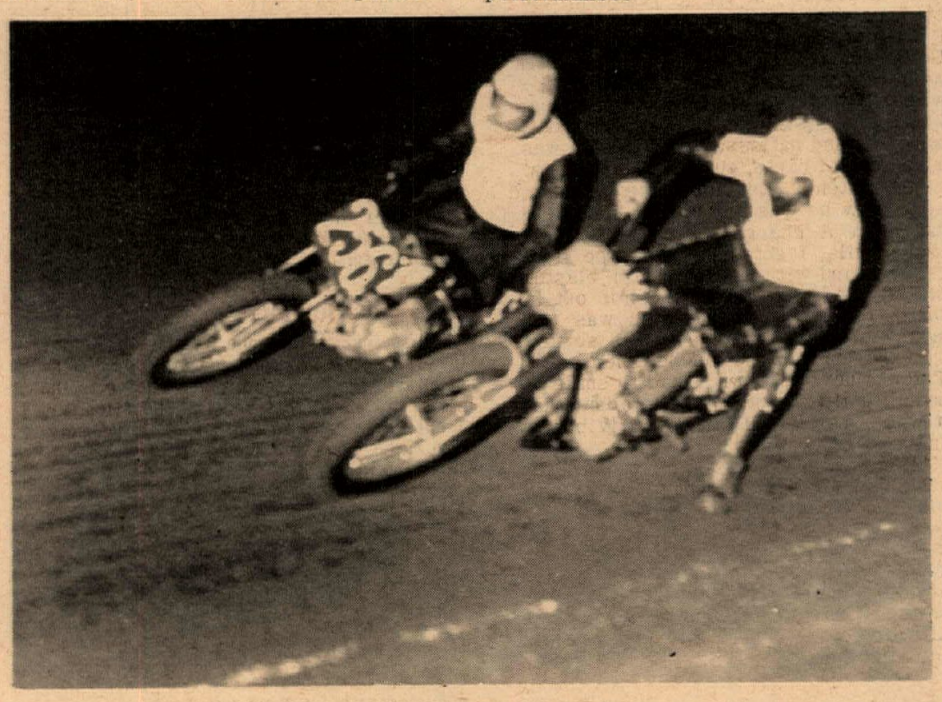
Chugging along in fourth place, by quite a distance as Ascot distances go, was favored Sammy Tanner, his megaphone dangling loose for half the race.

Romero's winning time was only one second off the Ascot record.

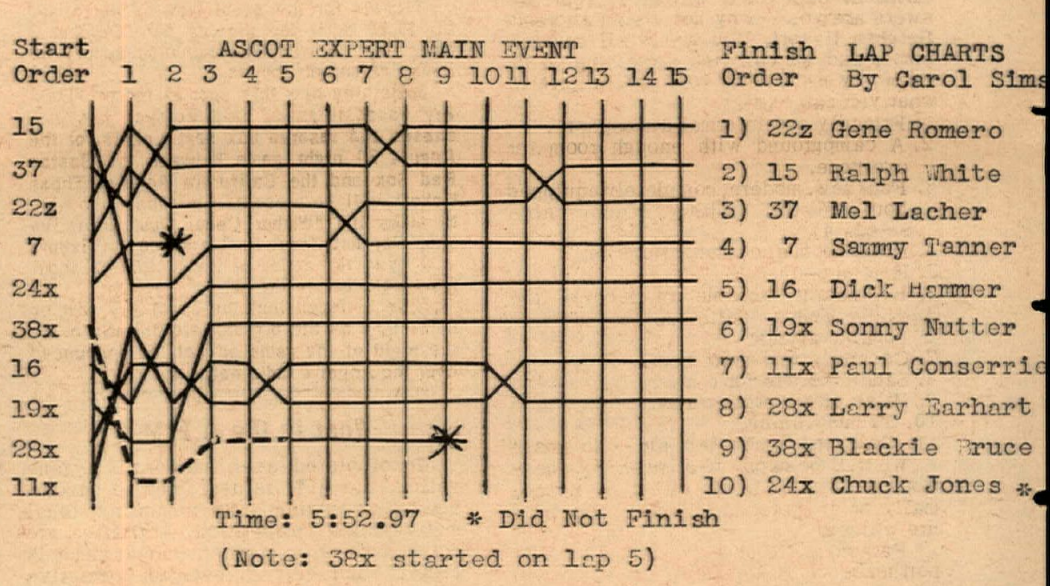
Leading up to this spectacular repeat performance (Romero put Triumph in the winner's circle for the first time in a long time last week, remember?) was a smooth performance of lightweight speed as gangling Marty MacDonald charged to another Novice class win. This makes his fourth in a row for Harley-Davidson. He was trailed closely by arch speedway rival Don Roberts on a buzzing Yamaha.

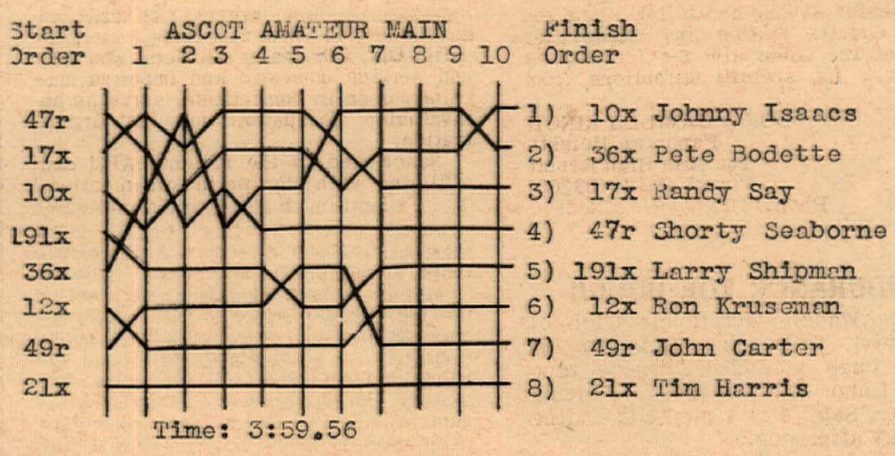
Act II brought on the Amateur class riders for a photographer-scattering infield slide by Shorty Seaborn and the ultimate victory of Johnny Isaacs first, Pete Bodette second and Randy Say in third place.

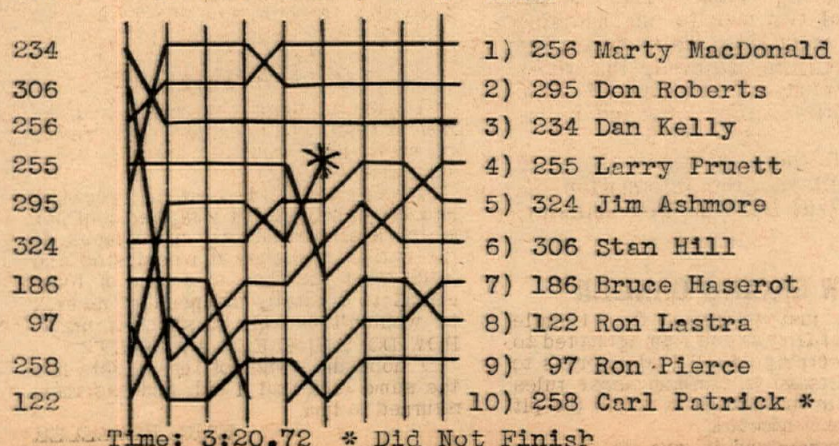
Study Carol Sims' self-explanatory lap charts on this page for a graphic record of each rider's performance.



Number 256 Marty MacDonald out-Sprinted Don Roberts' Yamaha to run his Novice main win streak up to four Friday night in a row. Marty is co-author of "A Motorcycle Journal" which has been crowded out of Cycle News this week and last, but it will be back with more adventures next week.







VOICE of CALIFORNIA

The Fuddy Duddy And The Cool Cat

The glow of pride that comes with having a brand new bike was (secretly) showing while I was cruising through Long Beach on my show-room shiny Triumph TR6... when I came to a stop at a traffic signal beside a skinny kid on a big two-cylinder.

We each looked over the other's machine... and with a jolt I sensed an attitude on his part of cool disdain. I knew it couldn't be for my beautiful new cycle... so it had to be me... or the way I was dressed. I was wearing boots, Levis, a tee shirt and a Magnum Bell helmet with a full face shield. What's wrong with that? Well, this young cat was **really** the coolest! He was barefoot, shirtless and hatless. All he had on was a old pair of pants, cut off at the knees.

He watched the signal pretty close, so I knew he was planning a fast take-off when it changed. With a sardonic little smile, I got ready too. The light changed and with a roar we both blasted off in low gear. Did I get shot out of the saddle! His acceleration was tremendous, and he changed gears so fast I don't even think he touched the clutch! Through my slow burn, I had to smile at myself a little, but I have to admit that it was a very small (and slightly bitter) smile.

Maybe twenty years ago I would have put on a better show.. but a guy my age (or anyone else for that matter) has no business fooling around in traffic like that. And maybe I do look like a fuddy-duddy with boots and levis...but if I ever have a spill I won't be covered with pavement burns ... and my safety helmet will protect my old think tank. I'll be the cool one then.

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6. Restaurant capable of feeding the whole club — delicious food at reasonable prices.
7. Cocktails and draft beer.
8. Saddle horses for rent.
9. Miles of mountain trails.
10. Stream fishing.
11. Cool, fresh mountain air — no smog!

We will be happy to answer any questions you might have, either by phone, mail, or in person. Children and pets are welcome.

Panorama Heights is only 52 miles northeast of Bakersfield, an easy trip from Los Angeles or the coast. To get here, come to Bakersfield, then go north on Chester Avenue and follow signs toward Granite Station and Glennville. Stop at the Glennville Service Station and ask for specific directions from there.

DON & CAMILLA KINCH
Panorama Heights
The Mile High Resort
Posey, Calif. (93260)
Phone: GLennville 536-8816

ENDURANCE FOR DOUGH

The Wheels Motorcycle Club of Thornton, Colo., is staging a 24-hour rough ground endurance race over Labor Day Weekend, starting Sunday, Sept. 4 at 1 p.m. and ending Monday afternoon.

The club is offering money prizes to the first four place winners and trophies in all classes. Entries will consist of two men to one machine and both must ride. While no engine swaps will be allowed, the rules permit "complete overhaul." The track is five miles long and unimproved.

For further information, write Dennis Bruce, club information officer, at 7461 Decatur, West Minster, Colo.

NEW RACING DANGER

Having just witnessed the 110-mile National at Greenwood I am prompted to write concerning what I feel amounts to a sad disregard to common sense rules of safety in the manner in which the pit stops were conducted.

As I understand it, one pit stop for refueling was mandatory. The majority, if not all the riders, had gas tanks of sufficient capacity to ride non-stop. The result was mere lip service to the rule book by the pit crews. Most of the riders, when they pitted, were given a cup full of gas and this was generally thrown at the gas tank filler opening, several riders not even completely stopping. No more than 5 or 6, of a field of over 40, bothered to use the regular filler can. I still wonder that one or more fires did not result with at time, gasoline literally being thrown at the red hot engines. And all this was allowed under the "watchful" eyes of the referee and officials.

JOE JENKINS
Bensenville, Illinois

EDITOR — It DOES seem that there's enough danger and excitement in racing without adding the added spice of being "barbeque broiled" at the pit stop! It's a wonder that the crews didn't have more regard for their own hides as well as the riders!

A Most Appropriate Memorial

From time to time one runs across things in this wonderful sport of ours that make people feel pretty good. Such a thing is the name change of this year's "Shop Hop and Trout Fry" to the "Wilbur Ceder Commemorative Shop Hop and Trout Fry" to be held Sunday, October 9.

Wilbur Cedar was the man who headed Johnson Motors, western U.S. Triumph distributors, until he passed away recently.

It is particularly appropriate that this annual event should be a memorial for the late Mr. Ceder. His hobby was trout fishing and he fished the ponds at Whitewater Trout Farm many times. He loved the nearby Calico mountains and spent many a restful hour in this beautiful and secluded spot where fishing is permitted without a license.

This year the trout fry is sponsored by Skip Fordyce's Motorcycle Center in Riverside. Door prizes will be contributed by many of the big names of our industry and all the sport's publications (including Cycle News) and participant will receive a souvenir ball point pen with a motorcycle emblem.

Tickets for the event may be purchased for $1.50 until the closing date October 2 from Skip Fordyce who can also supply information and directions.

Something new this year is the pre-Trout Fry baseball game. Skip Fordyce has purchased 104 reserve box seat tickets for the August 30 night game between the Boston Red Sox and the California Angels. These tickets will be presented to those who help to make the "Wilbur Ceder Commemorative Shop Hop and Trout Fry" a success. Tickets will be in the hands of the recipients about two weeks before the game.

It is believed that the Trout Fry will be publicized on the big outfield bulletin board the night of the game as well as announced over the Angel's radio network.

What is the A.F.M.?

Incorporated as a non-profit organization, the AFM is dedicated to encouraging, improving and promoting legal motorcycling competition. Activities are conducted in a manner that commands respect and helps create an attractive public image.

From our roster have come some of the world's finest racers. Our members have won races both nationally and internationally. Our dealer members, who sell and service domestic and imported machines used in competition, serve as an invaluable foundation for the organization.

Sanctioned by the national AFM and affiliated with the world organization, the Federation Internationale deMotorcyclistes (FIM), the Los Angeles chapter promotes and directs feature competition attractions in Southern California.

Keenly aware of the importance of the individual member to the continuing success of the AFM, we extend a sincere invitation to all enthusiasts whose attitude and character are consistant with the aim and purposes of this growing organization. We welcome the opportunity to answer inquiries and assist with any type of motorcycling event.

American Federation of Motorcyclists, Inc. Los Angeles Chapter M.L. Parso, Activities Director, Box 8352, Universal City, California 91608

Once A Thief...

I wish to thank this paper and the honest riders of Lancaster for the return of my helmet (reported lost in Voice several weeks ago).

I was sickened to hear that someone had apparently stolen a big red tool box at the Elsinore Saturday night races. If the person who took it would stop and think what the loss of a box of tools means to a small, independent racer... he wouldn't be able to sleep at night. HOW DO YOU SLEEP AT NIGHT?

I hope the owner of these tools has the same luck that I did, and has them returned to him.

EARL ROESELER
Bloomington

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WOULD YOU BELIEVE... MORE THAN ANYONE EVER DREAMED?
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HORNET
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VENTURA FAIR GROUNDS
ACA Short Track Aug. 14, 1966

50cc T.D.
Paul Wilde Yam
100cc T.D.
Norm Elledge Bri
250cc T.D.
Steve Scott Bul

50cc MAIN
Paul Wilde Yam
Carl Sjolund Toh
Bob Lindsay Toh
Mike Shaw Toh
Dale Ketcham Hon
Mike Kieber Hon

100cc MAIN
Norm Elledge Bri
Tom Sherman Hon
Paul Wilde Yam
Rick Woods Yam
Steven Sherman Hon
Dale Ketcham Hon

250cc B MAIN
DeWayne Keeter Mon
Ivan Oden Hon
Glen Baird Hon
Chuck Berry Bul
John Wiley Mon
James Jackson Hon

250cc A MAIN
Keith Mashburn Mon
Steve Scott Bul
Mike Spitzer H-D
Rick Woods Duc
James Deehan Hon
Mike Tillman Hon

PONDEROSA INN
Picnic Scrambles 8-7-55
Official Trophy Winners:

TRAIL-BIKES
Jack Morgan Hod
Ray Shorb Hod
Carl Stevens Hod
Rod Robbs Hod
Bobby Steffin Hod
Gary Ryder Hod
John Douglas Hon
Rich Busch Hod
Rick Stumpe Suz
Jack Anderson Hod
William Marvel Suz
Hime Oshima Suz
Ted Dore Hod

BIG-BIKES
Rod Pack Tri
Lon Peterson Tri
Steve Kirk Tri
Bob Riley Gre
Mike Burke Tri
Oscar Thompson BSA
Roy Trull Tri
Jim Dorman Tri
Bill Reagan Gre
Ben Bok Tri
Marvin Steele Tri
Ken Hart BSA
Ken Angell Gre
Don Mitchell Tri
Jim Chase Mat
Warren Seigfred Tri
Frank Cochrane CZ
Bill Kelly Hon
Jim Searless Dot
Ray Perkins Mon
Gordon Kasper Tri
Mike McCoy Gre
Dwayne Anstead Jawa
Dick Constable Mat
Darryl Ellis Hon
Terry Tracky Bul
Dwight Brown Mon
Bob Haynes Hon
Darrell Kilpatrick Gre
Greg Pulos Hon

OREGON STATE TT CHAMP
Grants Pass, Ore. Aug. 6, 1966

100cc T.D.
Gene Schneider Hon

250cc T.D.
Duane Francisco Bul

500cc T.D.
Fritz Espy Hon

650cc T.D.
Mark Williams Tri

100cc A MAIN
1. Gene Schneider Hon
2. Rex Pittullo Hon
3. Cosby Chestnut Hon

100cc B MAIN
1. Leon Medeiros Hon
2. Jerry Lambert Hon
3. Tom Wheeldryer Hon

100cc C MAIN
1. Peter Simonson Toh
2. Fredolf Johnson III Hon
3. Mike Powers Hon

100cc CONSOLATION
1. Bill Stevens Hon
2. John Watson Hon
3. James Barnak Hon

250cc A MAIN
1. Duane Francisco Bul
2. Mark Williams Duc
3. Larry Watkins Suz

250cc B MAIN
1. Leroy Schmidt Hon
2. Fredolf Johnson Hon
3. Tom Montgomery Hon

250cc CONSOLATION
1. Steve Novak Hon
2. Larry Miller Hon
3. Jim Copeland Duc

500cc A MAIN
1. Elton Law Tri
2. Fritz Espy Hon
3. Dave Veffredo Tri

500cc B MAIN
1. Ray Beck Hon
2. Tom Woodard Tri
3. Mike Thompson Hon

650 A MAIN
1. Mark Williams Tri
2. Rick Otto Tri
3. Fuzzy Dessinger Tri

650cc B MAIN
1. Dick Whiting Tri
2. Bud Kneass Tri
3. Frank Risner Tri

SWEEPSTAKES RACE WINNER
Duane Francisco 250cc Bul
Walnut Creek, Calif.

SIMI VALLEY M.C. TT SCRAMBLES
at Prado, August 14, 1966

50cc MOTO
Amateur
Stinker Brown Hon
Bobby Peck Hon
Tom Jenkins Jr. Hon

Expert
Kirk McDowell Hon
Frank McDowell Hon
Lloyd Daley Hon
Tony Mason Yam
Jay Lewis Yam

90-100 AMATEUR MAIN
Steve McMahan Yam
Rick Sherer Hon
Randy Smith - - -
Phil Wood Yam

EXPERT MOTO
Lloyd Daley Hon
David Ham Hod
Ted Judge Hin
Jim Badsey Yan
Dale Smith Hon

125cc EXPERT MOTO
Rollie Clack Bul
Monte Pierce Bul
Bill Look Bul
Richard Meyers Bul
Jim Jolley Bul

175cc NOVICE MOTO
Harold Barkhead - - -
Chuck White Bul
David Brooks Bul
Barry Sulkin Hon
Dick Bullok Mon

175cc AMATEUR/EXPERT
George Omo III Bul
Paul Willoughky Bul
Wade Zimmerman III Bul
Lawson Pedigo Bul

LADIES MOTOCROSS
Maureen Lee Hod
Juanita Jenkins Hon
Barb Rucker Yam
Peggy Ferguson Hod

200cc AMATEUR/EXPERT
Brad. Stankey Bul
Joe Hamilton Bul
Don Lloyd Bul
Mike Smith Bul
Robert Parr Bul

250cc NOVICE MAIN
Gary Geyer Bul
Sandy Rainey Bul
Gordon Johnson Gre
Ron McDaniels H-D
Rick Durkee Bul

250cc AMATEUR MOTO
John Sprague Bul
Don Sloqle Bul
Jan Crawford Bul
Mike Morrissey Bul
Mike Akin Bul

250cc EXPERT MAIN
Carl Patrick Bul
David Ham Mon
Len Earl H-D
Dick Brittain Hon
Jim Bassy Suz

350cc NOVICE MOTO
Bill Holst Hon
Lewis Wolf BSA
Gary Fine Hon
Albert Hendeany Hon
Bob Coleman Hon

350cc AMATEUR/EXPERT
Monte Darling Hon
Bob Forester Hon
Jim Kincaid Hon
Jack Coode Hon
Tony Simmons Hon

500 NOVICE MOTO
Mike Chamberlain Tri
Ed Beeching BSA
Karol Heylik BSA
Bud Gowing Tri
Harold Bankhead Mat

500cc AMATEUR MOTO
Bruce Jackson BSA
Jim Caldwell BSA
Dewey Wess Tri
Mike Posey BSA

500cc EXPERT MOTO
Jim Hunter BSA
John Heyremann BSA
Darwin Ballard BSA
Chuck Minert BSA
Ron Knowles BSA

OPEN NOVICE MAIN
Gene Smith Tri
Karol Snow BSA
Charles Wayt Tri
Terry Moriarty Tri
Lewis Reyes Tri

OPEN AMATEUR
Ben Fakkeldy Tri
Max Hinshaw BSA
Fred Clark Tri
Gene Lee Tri
Fred Nimmo BSA

OPEN EXPERT MOTO
Larry Wilborn Tri
C.H. Wheat Tri
John Sprague Tri
Ron Bonner Tri
C.D. Gerady Tri

RESULTS of El Cajon M.C. Aug. 7 TT, South Gate and Orange County Short Track, Pacific Raceway AMA Sportsman Road Races Aug. 7, Hawthorne Gophers Aug. 14 TT and Dusters M.C. European Scrambles Aug. 14 will be published next week.

VALLEJO SPEEDWAY
Results Continued on page 16

MAIN EVENT Time 3:45:68
Rich Faria Duc
Duane Francisco Bul
Gus Lauer Bul
George Curtis H-D
Ken Helling Bul
Bobby Self Bul
Byron Feldhake Bul
Dan Jewett Bul
Bill Stockham Bul

TROPHY DASH Time 45:39
Dick Faria Duc
Duane Francisco Bul
Gus Lauer Bul
Jim Kimura H-D

CONSOLATION Time 2:03:88
Kenny Weakley Bul
Bill Verbicio Yam
Don Sheppard Bul
Russ Powell Bul
Dale Woolridge Bul

LODI NITE TT SCRAMBLES
Lodi Cycle Bowl, July 31, 1966

60cc NOVICE
Robert Daniels Bri
Bill Sargenti Toh
David McCay Hon

90cc NOVICE
Don Hoffman Hod
Bob Grossi Hon
Cosby Chestnut Hon

90cc AMATEUR
James Brraghetta Hod
Rich Whiteacre Hod
Jerry Shahan Bri

90cc EXPERT/125cc AMATEUR
Lucky Trethewet Hon
James Peck Bul
John McCill Bul

125cc NOVICE
Larry Munis Bul
Deith Hill Bul
Joe Brazil Bul

200cc NOVICE
Bob Cadwaller Bul
Roger Sanchez Bul
Harold Toby Bul

200cc AMATEUR
Mark Brelsford Oss
Mike Gould Oss
Jim Sakoda Bul

250cc NOVICE
Don Cassby H-D
Jim Bright Bul
Cliff Spair Bul

250cc AMATEUR
Duane Scot Bul
Art Zimmerman Bul
Casey Bennet Bul

250cc EXPERT
Roger Goldthwaite Bul
Mike Lopez Mon
Ray Huff Bul

350cc NOVICE
Jon Patton Hon
Lance Anderson Hon
Art Flowers BSA

500cc NOVICE
William Siebold BSA
Dan Cissezl BSA
Paul Scott Tri

500cc AMATEUR
Wayne Armstrong Tri
Wayne Chase H-D
Paul Knudsen BSA

OPEN NOVICE
Jim Foster Tri
William Kreeger Tri
Dave Cadwaller Tri
Bruce Anderson Tri

OPEN AMATEUR
Chuck Huss Tri
Adolph Hurliman Tri
Ramon Perez Tri
Scott Wilson Tri

OPEN EXPERT
Don Stover Tri
Jorgy Jorgensen R-E
Bruce Anderson BSA
Fred Sumrall Tri

LIONS DRAGS
August 13, 1966

B-STREET:	Bruce Miller	H-D	12.49—106.76
D-STREET:	Andy Henry	Tri	14.56— 91.09
E-STREET:	Dave Allee	Hon	13.80— 96.25
F-STREET:	Rod Knox	Suz	15.35— 80.71
G-STREET:	Smith	Bri	17.79— 67.36
H-STREET:	Gary Sines	Hon	22.14— 56.46
A-GAS:	Sonny Raslawski	H-D	11.44—120.48
C-GAS:	Moulders & Reese	Tri	12.76—106.25
F-GAS:	Bob Braverman	Yam	12.61—102.97

IRWINDALE DRAGS
August 12, 1966

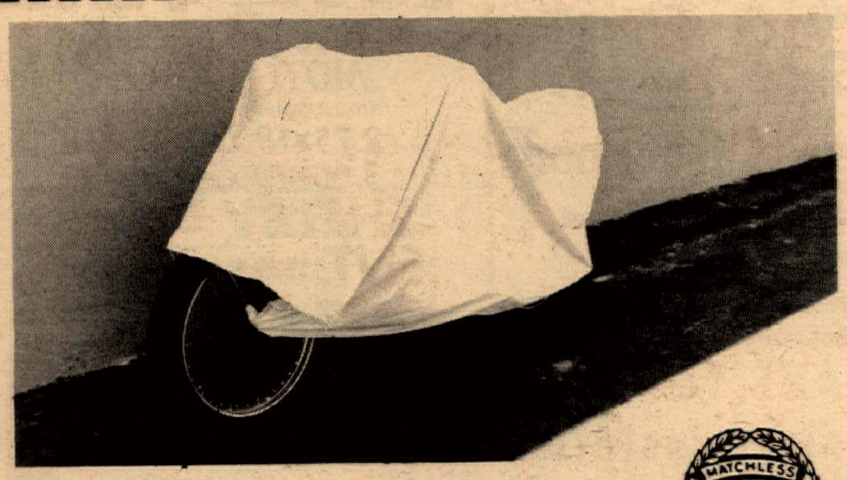
TOP FUEL:	Bob Ebeling	Tri	11.03—130.89
RUNNER UP:	Clem Johnson	Vin	10.25—159.85
TOP GAS:	Bob Michaels	H-D	11.92—116.27
TOP STREET:	Eastes & Downum	H-D	12.68—105.26
A-GAS:	Bob Michaels	H-D	11.92—116.27
C-GAS:	Len Jasmin	Tri	14.60—100.33
D-GAS:	Le Roy Wyman	Hon	13.88— 92.97
E-GAS:	Ruben Portillo	Duc	15.27— 84.34
A-STREET:	Eastes & Downum	H-D	12.68—105.26
B-STREET:	Dick Strickland	Tri	13.79— 94.33
C-STREET:	Harry Couch	Tri	14.71— 88.40
D-STREET:	Bob Poorman	Hon	15.87— 31.89
E-STREET:	Vince Rowles	Sus	15.11— 82.86

LOST AND FOUND AT PRADO

At the Simi Valley M.C. scrambles, August 14, someone left behind a whole gang of goodies in the pits. These include a helmet, gearing, stand etc., and the owner must have had a fit when he got home.

Anyway, if they're yours, contact the California Gophers as they are holding them. Just identify them as yours, and they'll hand 'em over.

Diogenes — please take notice!



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A recent survey shows that each subscriber's copy of Cycle News is read by two other people besides the subscriber. No wonder our circulation isn't climbing any faster than it is. You're passing them around! Really, readers, there's plenty of Cycle Newses for all. Send us a card or letter with your name and address and say you want a year's subscription. We can bill you later ($7.50 2nd class mail, or $12.50 1st class mail for one year). Then you too can have a chance to win the machine of your dreams in our contest which ends December 22. We'll send full details with your first subscriber copy. Write to Cycle News Circulation Dept., Box 498, Long Beach, California.

SMITH TO ISTD

By Earl Roeseler

Malcolm Smith, district 37 lightweight desert rider, will be leaving for Sweden August 20 to compete in the 1966 edition of the International Six Days Trial. Malcolm, a very fast and smooth rider, will be joining an ever growing stream of Americans that every year pit their skills and courage against the cream of the world's dirt riders in this, the premier event of the rough riding year.

The young Californian will be mounted on a 250cc Husqvarna and riding on the same team as Sweden's former World Motocross Champion Thorsten Hallman. Malcolm, once referred to as being as smooth as "six-year-old Tennessee sipping whiskey", will have to use all his considerable skill in this super tough event but there is no doubt that he will hold high the Southern California banner.

After the finish of the I.S.D.T., Thorsten Hallman will come to California under the sponsorship of Edison Dye, Importer of the Husqvarna and Zundapp motorcycles.

Cycle News joins all Southern California motorcyclists in wishing Malcolm the best of luck in his international efforts and hope that Thorsten will be highly impressed by the caliber of racing he finds here.

Photo by Earl Roeseler

This Volkswagen powered Dune-buggy provides much relaxation for lightweight desert champion, Malcolm Smith. Jest can't stay offa them 2 wheel thangs.

Racin' At Mesa

By Matt Randy

In a scene reminiscent of the Great Plains dust bowls of the 1930's, the El Cajon M.C. hosted a TT Scrambles August 7th at Mesa Speedway, San Diego County, close to the international border.

Starting at noon, Mesa Speedway was officially dedicated by Father Alcaraz, and racing began on the sometimes soggy, most of the time dry and dusty track, similar to Ascot Park.

Although he's no golfer Harry Hayes took a 2-stroke lead and put on a slip-n-slide thrill show for we the spectators by copping first place over Ward Ring (Benelli) and Don McCarley on his Greeves.

Los Angeles racers Mike Chamberlain 1st 500 and Karol Snow 1st Open Novice stole the show from the San Diego shoes.

The Powder Puff race was won by lovely Carol Chiara.

From my spectator point of view the big bike races resembled a Mack Sennett Keystone Kop chase due to the antics of several primadonna riders. Unfortunately, I was unable to obtain pictures to verify the comedy due to local track police. Everytime I tried to sneak into the infield they caught me. I *have* to relate this little item! During the second and last series of motocrosses the club had two separate races going at once. I guess it was to save time. You had your choice of watching either the 500cc's or the 40 inchers. With all that action my eyes crossed and my brain whirled. I had to retire to the nearest refreshment stand before losing what little sanity I had left. Anyway the highlight of the day was when local Class "C" TT Expert, 6th place National finisher #46x Travis Petton outjumped 10 competitors in the "LONGEST JUMP CONTEST" sponsored by Track Manager Ray Alcaraz, and collected $51.00 for his beautiful 51 ft. jump.

(Results on page 16)

"Finish the Funny" Contest Confidently Won

Nolke Sends In A Sure Winner

Circ. Manager Gaye Thomason holds the $5 check and original finished funny that go to the winner of our occasional contest.

Jeffrey Nolke of San Luis Obispo just barely made it to the deadline with his finish the Funny Contest joke line, which appears below. "Send my money to..." wrote Jeff, and then he listed his address. Such confidence! What a sense of humor! Congratulations, Jeffrey. Your $5 and the original drawing by Herman of the unfinished funny, with your caption printed thereon, is on its way to you.

Runners-up in the funny sweepstakes were:

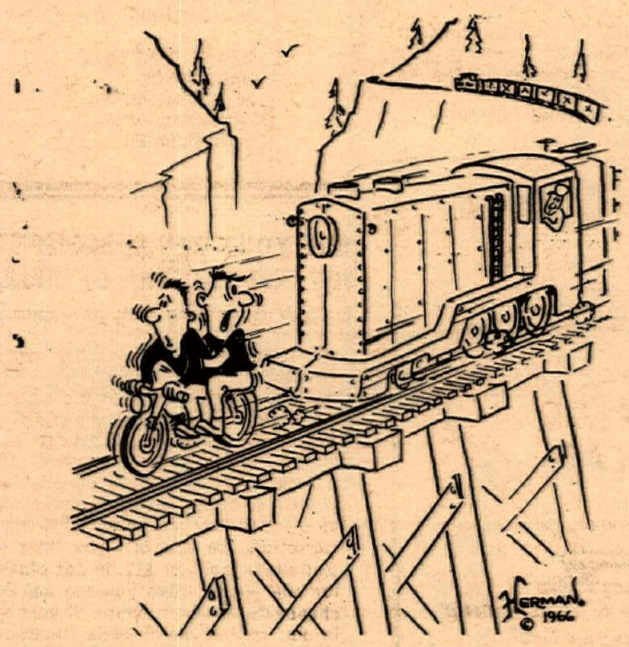
"Omigod! There's one behind us, too!" -- Skip Newhall

"When the man said 'stay on the track, I don't think he meant this one!" -- Carol S. Plant

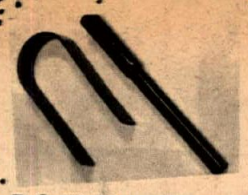
"Sam, I told you to buy a 650!" -- Phyllis L. Coffman

"Are you sure that this is part of the obstacle course?" -- Bob Williams

"Dial it on, man, that's Mulder at the throttle!" -- Herman



"This is the last time we use the Sierra Club Guide to Motorcycle Trails!" — Jeffrey J. Nolke



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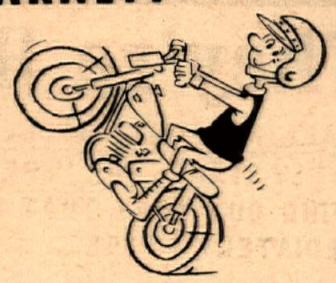

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By Chuck Clayton

WILL YOUR PICTURE BE IN THE ANNUAL?

This "winter", right around Thanksgiving time, a new book will appear on the market containing all the highlights of the year in motorcycling. It will be a large book, devoted mainly to pictorial close-ups of club and competition action, personalities, remarkable machinery, fashions of 1966, and politics.

The 1966 Action Album will have hard covers, nicely bound, and will sell for between $3 and $5 depending on how many color pictures it will finally contain. Which brings us to the point of this advance notice: We want to put **your** pictures in it.

In one year Cycle News publishes a total of nearly 4,000 pictures, but we still have thousands of good ones in our files that have never been printed, and we suspect that many other pictures have been taken by amateur photographers that are good enough to belong in this book. So we propose a contest, fun lovers, to find the best photographs of 1966 motorcycling in the whole United States.

To enter, here's what you do: pick out your best picture or pictures, Color or black & white (color transparencies are ok, black & white photos and color prints should be 8x10). Attach a printed or typewritten sheet on the back telling us who and what the picture is of, and why you think it should be in the Action Album. Mail it to:

Cycle News Action Annual
Box 498, Long Beach, Calif.

Enclose a stamped, addressed envelope, if you wish your photo to be returned, otherwise all entries become the property of C&S Publishing Co. and will not be returned.

Every picture will be carefully considered on the basis of 1) pictorial quality, 2) suitability for reproduction, 3) subject interest and 4) does it turn me on?

Those that are selected for publication will be paid for at the rate of $25 for full-page color, $10 for under full-page color, $5 for full page black & white, and $2 for under full-page black & white. In addition, a grand prize of $100 will be awarded to the single photograph that best sums up the "spirit of motorcycling."

We want this first edition of the Action Annual to set a new high standard in enthusiast publication, and if your picture isn't in it, it'll be your own darn fault!

TECHNICAL TIP

To correct oil leaking from the ACE 90 transmission vent, drain the transmission oil and replace it with 1¼ pints SAE30 non-detergent oil. Detergent type oils and the oil that the factory puts in, tends to foam thus forcing itself out of the transmission vent. There is a possibility that you might have to reduce the oil level to halfway between the upper and lower line to correct the problem. If you have a transmission oil leak in the vicinity of the counter shaft be sure that the transmission vent is not plugged causing excessive pressure in the transmission. Don't forget that there is also a possibility that the counter shaft seal or collar is worn, causing the leak.

the National Circuit

AROUND THE COUNTRY WITH THE CALIFORNIANS

By Annette Camp

At Fairbault Lawwill won his heat and Sid Carlson was fourth. In the second heat Red McKeen was third and Jim McMurren was fourth. The Expert main here was won by John Tiben, Sid was second, Cal Janish, was third and Mert Lawwill was fourth. Jim McMurren couldn't ride the final due to a broken frame and Red McKeen pulled off because of the dust. The Amateur final was won by Dudley Calies of Minn.

Then almost all the riders here loaded up for the four hour drive to Portage, Wisconsin. The program didn't even start until nine o'clock that night. It was swooped by Jim McMurren, taking the win in his heat, semi, the dash and the final. Sid Carlson took a third in his heat, a fourth in his semi, fourth in the dash and a fifth in the final. Darrel Dovel was second, Jim Kaplinsky, was third and Lyle Scharer was fourth.

At the same time there was another half-mile going on at Cambridge, Illinois that night. This was also a fair date. Cambridge is another beautiful track in the fairgrounds. The rest of the Waukegan bunch went there. Seeing how we all arrived early Saturday morning there was all day Saturday to relax, work on the bikes and snoop around the fair. The boys had rather a large tent to work in, that was put up in the infield. It was really big time, such luxury.

From here they could enjoy the sulky races, later that afternoon as more racers arrived, the betting began. They would pick numbers of the horses that matched the numbers of various racers. The horse people couldn't figure it out, when they started cheering for Markel, Nixon and such. It was a beautifully prepared track, smooth, fast and tacky. But like Lebanon, Ohio the spectators were allowed on the infield, which proved disastrous.

In the second Amateur heat Ben Breeding lost a rear wheel coming out of turn four in the lead. Neil Allen, went down behind him. Breeding's wheel flew through the spectators gathered there in that turn. Although they really scattered, it still caught a young boy. If the spectators hadn't been allowed in the infield this would never have happened. Spectators have no business in the infield or pits, particularly children. Only people with business or authority, who know what racing is all about, have the right to be there.

On the re-start our Washington boy, Keith Johnson won it. In the first heat it was Jack Warren taking the win, with Jack McNairy in second. The first expert heat was won by Fred Nix, Roger Reiman was second and Neil Keen was in third. In the second heat it was Babe DeMay in front and Phil Hawk who rode for the first time in four weeks due to his broken throttle hand, was in second.

In this heat, there was another unnecessary occurence. Norm Bergquist went down in turn three, hitting the fence. He lay on the track severely injured for over fifteen minutes. When asked where the ambulance was, the reply was that there wasn't one. Neither of the ambulances had returned to the track since the Amateur crash. They had a relief ambulance there in the form of a station wagon. This would be OK if it was equipped to handle injured racers. This one was not. They were trying to lift this rider into the station wagon on a blanket. They finally brought a stretcher. Who's to blame? The referee? All this was bad enough until they arrived at the hospital. Babe DeMay went with this rider to the hospital and when they got there it was so poorly staffed that Babe had to help the doctor take the X-rays. Then the station wagon took off and left Babe standing there with no way to get back to the track and he missed the main event.

At the start of the Amateur Main, Keith Johnson did the most spectacular wheely I have ever seen, taking out another rider. After about four laps it was black-flagged. This didn't make sense either. On the re-start it was Jack Warren out in the lead. Keith had worked his way up to second and on the last lap he was really pulling Warren, who had a good lead. Warren won, Keith was second, Rod Garrett was third, and Jack McNairy was fourth.

In the expert final it was Fred Nix all the way. Roger Reiman and Neil Keen battled it out for a time for second spot, with Roger winning out for the remainder of the race. Neil was third and Phil Hawk rode in fourth spot all the way, crossing the finish line with a broken sprocket.

Beginning Wednesday, Aug. 3, was the long weekend of racing in five states. First off there was the usual Santa Fe shorttrack on Wednesday night. Jim Mc Murren had his Sprint running good again to take the win in his heat. Then he took a fourth in his semi and a fifth in the main. Jack McNairy took a second in his heat race, a third in his semi and a sixth in the main.

Fred Nix is still top man in Santa Fe points with 133. Roger Reiman is second with 86, Jim McMurren third with 70 and Darrel Dovel in fourth with 64.

Then Thursday it was off to Webster City, Iowa for a half-mile that night. Here eleven National numbers showed up and all good ones. Gone is the day of the cherry picker. Any half-mile you go to now, the competition back here is great. Making an appearance here was Swede Savage and Mike Libby an amateur, and novice Larry Pruett. The great Dick "Bugs" Mann and tow-partner John Hall showed up as well as Dan Haaby, who sat on the fence, because nobody "had" anything for him to ride. Also we were blessed with the presence of a well-known announcer, who tried to set the program up like Ascot.

He and the referee decided that the heat races would just be a show and everybody would ride the finals, with all the money being put in the finals also. One has to see this race track to see how foolish this would be. It had short corners, wasn't very wide and was poorly lighted. Needless to say, the riders flat said, "No." Unlike California, all these races back here are AMA sanctioned. Thus the first four spots in the heat races are paid and the first four spots in the final. The only exceptions are Nationals and shorttracks.

The expert heats here were action-packed. Dick Mann won the first heat, Darrel Dovel was second, John Hall third, Ted Davis was fourth and Phil Hawk fifth. In the second heat it was Gary Nixon taking the win, Swede Savage was second, Neil Keen third and John Tiben was in fourth. The Novice Final was won by Larry Pruett, on a factory Yamaha.

In the Amateur Main it was Jack Warren the winner, Mike Libby was second, Chuck Higdon was third and Mark Heinemann was fourth. In the Expert Final it was Gary Nixon taking the lead and going on to a not-so-easy win. Dick Mann was right on his rear wheel the last half of the race to come in second, Savage was in third, Dovel fourth, Keen, fifth and John Hall in sixth.

The next race was Friday night at Memphis, Missouri. Here the Expert Final was won by Fred Nix, with Savage giving him a rough go up until his engine went out.

(Photos by Annette Camp)

Amateur Jack Warren leads the pack past the midway at Wisconsin Fair race August 6.

There was also another half mile at Only, Illinois. Here the Expert Final was won by Joe Messaros of Ohio. At the same time there was a shorttrack going at Wausau, Indiana. Bennie Bowden won the final, with Jim McMurren in second and Sid Carlson in third.

This weekend, there were also four half-miles and a shorttrack. The first of these half-miles being a return date to Chippewa Falls, Wisconsin, the site of the Wisconsin State Fair. This time the track was really rough. In the first amateur heat it was Jack Warren in front and Ron Monroe in second. In the second amateur heat it was Jack McNairy in front, with Alex Yerkes in second, right on McNairy's rear wheel. Alex is a California boy who is in the Service, stationed in Minn. Alex hasn't given up racing, in fact he's better than ever. He rides a BSA out of "The Two Wheeler" shop in Northfield, Minn. for owner Gerald Marcell, who was at one time Nat. number 38.

In the Amateur Main event it was again Jack Warren the winner on his KR. Jack McNairy second, Chuck Higdon third and Ron Monroe fourth. The first Expert heat was won by Bill Ershig with Babe DeMay in the second spot. The second Expert heat was won by John Hall and Neil Keen in second. In the main event Ershig led it for over half way, but DeMay finally passed him for the win. Ershig was then second, Darrel Dovel third and John Hall was fourth.

Jim McMurren and Sid Carlson went to Baraboo, Wisconsin that night for a shorttrack. Jim won it and Sid was in second. There was also a half-mile at Rochester, Minn., where the majority of riders went. The sky was threatening rain and consequently it did. When most

Asbury Park, Albany, Ore.
Aug. 5, '66
1st 200cc Trophy Dash
Mark Breisford – Ossa
1st 200cc Main
Mark Breisford – Ossa
2nd Overall Open Main
Mark Breisford – Ossa
Aug. 7, '66
1st 200cc Trophy Dash
Mark Breisford – Ossa
1st 200cc Main
Mark Breisford – Ossa
3rd 250 Ex. Main
Mark Breisford – Ossa
Aurora, Oregon
Aug. 6, '66
1st 200cc Main
Mark Breisford – Ossa
Bay Mare TT Scrambles
200cc AM Motos
2nd D. Carlton – Ossa
3rd M. Breisford – Ossa
250cc Main
1st M. Breisford – Ossa
2nd D. Carlton – Ossa

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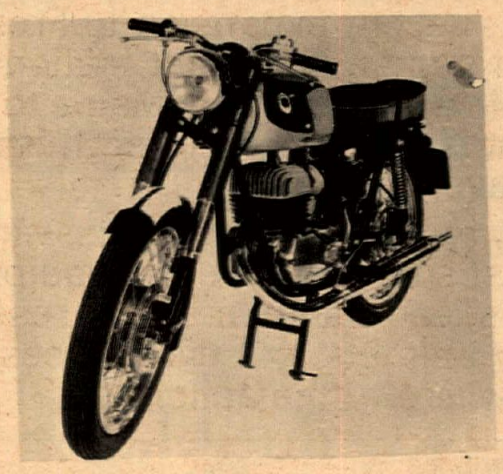

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arrived in Rochester it was pouring and then track looked like a giant mud puddle. Babe DeMay spun his truck out on the way down, but neither he nor the cycles were hurt.

On the way back Phil Hawk and Jack McNairy ran out of gas in the middle of nowhere three times. The third round ended them. They had drained their gas can, and bikes. They had to do some-

"Pride of Illinois" Babe DeMay on way to Expert win at Chippewa Falls Fair date.

thing or be stranded there all night and miss the next day's race. So they borrowed a little gas from a nearby farm tractor.

Bill Ershig and novice Si "Texas the Terrible" Slocum, almost ran into the same siutation, also running out of gas 'way out in the sticks—.

Sunday's race was at Fond Du Lac, Wisconsin. This was also a half-mile and a fair date. The first Amateur heat was won by Jack McNairy, with Ron Monroe in second, pushing McNairy all the way. Barry Whitmore was third. In the second heat it was Jack Warren, Keith Johnson and Mark Heinemann in third. In the amateur final it was again Jack Warren, who has motor all over anybody else, McNairy in second, Whitmore third and Mark Heinemann in fourth.

In the Expert Final Babe DeMay was the front runner, Dovel was second, Joe Messaros third and John Hall fourth. On this same regular program was the Wisconsin State Half-Mile Championship. It was won by Cal Janisch, who held the title in 1964. Cal rode a beautiful race on his BSA to the checkered flag. Art Ehler was second, almost catching Cal once, Fred Pettis was third, Bob DeLee was fourth and Chuck "HP" Felton, who is back again after going home to Calif. was fifth. "HP" was born in Wisconsin. Jim Rienal was sixth.

Most of the riders packed up to go to Kakaunna, Wisconsin which is fifty miles to the North. This was also a half-mile and a night race, but not a fair date. This was the third half-mile run here this year on the five-cornered track.

In the Amateur Final winner's circle it was the familiar face of Jack Warren. Howard Jacob was in second and almost caught Mr. Warren. Barry Whitmore was third and McNairy was fourth. In the Expert Final there was a surprise win. This was taken by Tom Warden of Ohio. He rode her wide open to the checkered flag. Joe Messaros was second, John Hall was third and Neil Keen was fourth.

This was the end of a long weekend. I traveled almost 1600 miles myself and do did most of the others. We also hear that Mert Lawwill is coming along great and will be riding again soon.

(Continued next week)

Good times on the National Circuit—the tent at Cambridge, Illinois used for tuning by West Coast riders.

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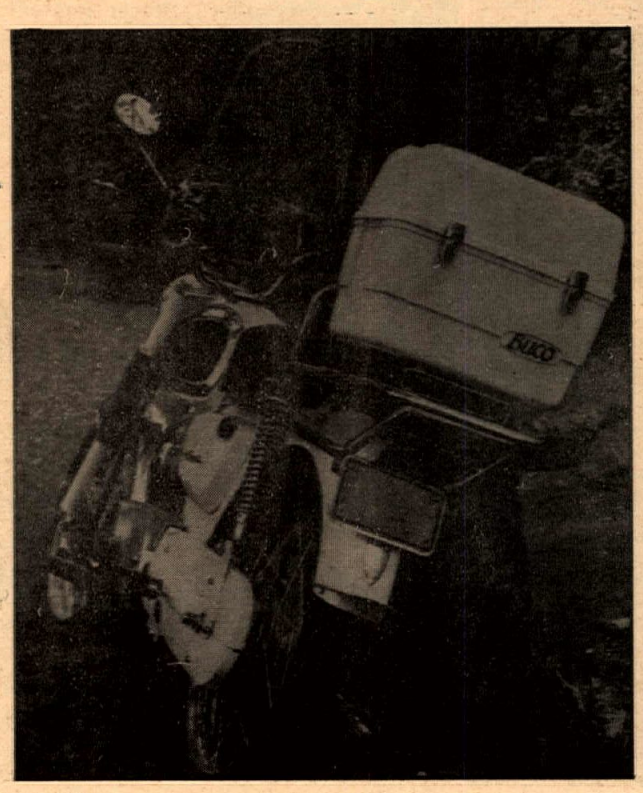

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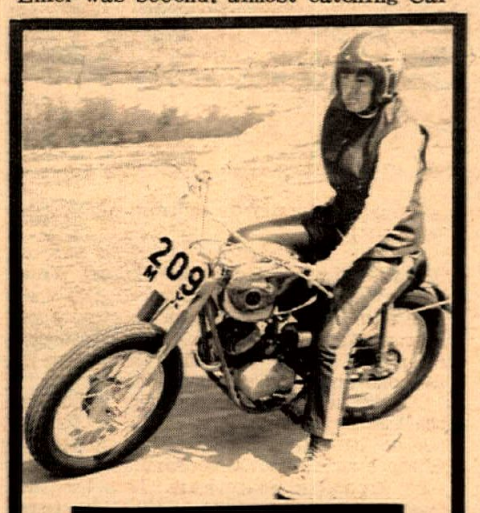

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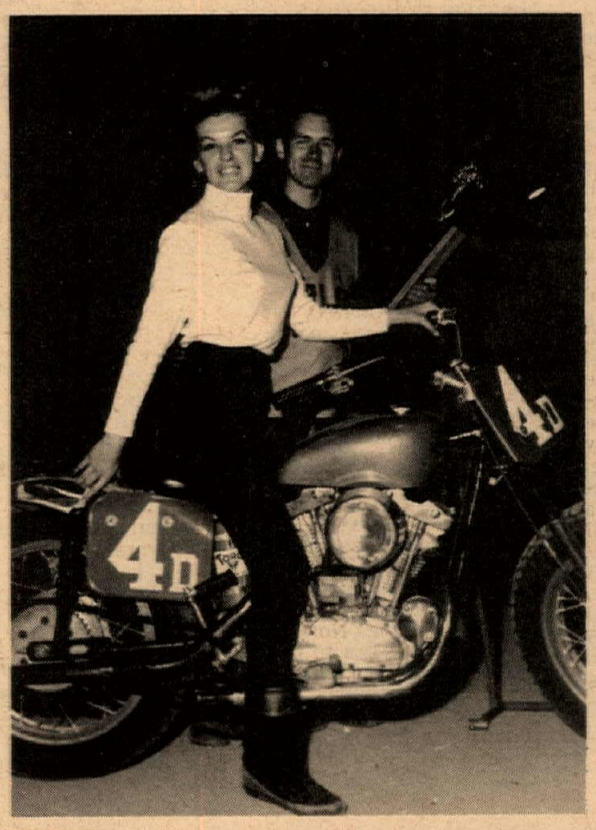
Love Makes the Wheels Go Round

A Bevy Of Trophy Queens

Left, the girl who's known as "Sparky" sets the pace at South Gate Speedway. Below left: guess that's what they mean by 'meet the nicest people.' Below right: Sandra McBride, the pride of Alameda, owns a Sportster, but that's Gary Lindstrom's that she's enhancing at Hayward Speedway. Top right: Ivan Oden can't stop smiling long enough to pucker for Sharon Heinz at Orange County Speedway. Bottom right: Lodi Queen Karen Bushon rides a Suzuki when not presenting trophies.



(Photos by Dennis Greene and John Ramos)

CLUB DIRECTORY

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 847-7629.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Meets in Los Angeles. "A democratically organized group of competition riders and race workers located throughout the state of California. Write: P.O. Box 8352, Universal City, California, 91608. Attn: Tom Finley, President, L.A. Chapter.

AMERICAN MOTORCYCLE ASSOCIATION, National sanctioning body. 5030 North High Street, Columbus, Ohio (P.O. Box 1049).

ANTELOPE RAMBLER'S M.C. of Palmdale, Calif. AMA sanc. Meets at Jack's Body Shop, 9010½ Sepulveda Blvd., every 2nd and 4th Tuesday at 8 p.m. Post-meeting refreshments. Mail address: P.O. Box 645, Palmdale. Calif. Ph. 947-2434 or 947-4633.

BARSTOW MC, of Barstow, Calif. AMA sanct. Meets 7:30 p.m. 2nd and 4th Thursday each month at 27912 Rimrock Road, Barstow Heights. Mailing address the same.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

CALIF. EAGLES M.C. AMA chartered member of RRC. Meetings 2nd and 4th Sat., at 6524 Lemon Ave., Long Beach. Mr. Ivan Gay, GA 3-2058.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd — 4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA Sanctioned. Address 14561 Revere Dr., Westminster. 897-3309.

CHECKERS MC, 1710 Magnolia Blvd., Burbank. Enquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DIRT DIGGERS M.C. — Competition club. A.C.A. sanctioned (AMA pending) meets at 1615 Lincoln Blvd., West Los Angeles. Phone 392-1258. Sponsors of Hopetown Gran Priz.

DIRT DIGGERS NORTH 3125 College, Merced, California 95340.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Calif.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST MC Meets every Friday, 9:00 p.m. at Eagles Club, 1317 Calif. St., Eureka, Calif.

FOUR ACES MC invite you to our meeting any Thursday night at 8:00 p.m. in the Field House behind the ball diamond North Hollywood Park on Chandler Street. Four Aces MC, 8231 Langdon Ave., Apt. 15, Van Nuys, Calif.

FOOTHILL HAWKS MC. Meets every Tues. at 8:30 p.m. at 116 S. 6th St., Montebello, Calif. For info. call Paul at 699-0298.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H. W. Borden, 5406 N. Mapletree, Arcadia, Calif. GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1629 Empire St., Burbank. Phone 285-4466.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

HAWTHORNE GOPHERS M.C. Competition and scrambles club. AMA charter. Meets 8 pm second Tues of each month at 4751 W. 166th., Lawndale. For info. call (213) 370—7630.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 pm.. Post Meeting, refreshments. Mail address P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS PADRES MC Inc. of Ventura County. AMA sanctioned competition club only. Meets every 1st and 3rd Thurs. of each month. Pres.: Bill Luttrull; Sec'y: Phil Todd. Mail address 697 Vine St., Oak View, Calif. (805) 649-2972.

LUCKY FEW MC AMA sanct. meets 1st & 3rd Tues. at 7:30 p.m. 13406 Lakewood Blvd., Bellflower. Address 13831 Yaak St., Garden Grove. (714) 893-1156.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Phone 633-5417. AMA & RRC. Pres.: J. M. Jones - 983-2524.

MARRIED WHEELS MC. of ONTARIO. AMA sanctioned. Meets 2nd and 4th Saturday of each month, 7:30 p.m. at 1241 W. Holt Blvd., Ontario. Welcome all married couples.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: 678-7621, 372-0536. Write: Box 90221 Airport Station, Los Angeles.

NOMADS OF GARDENA. Family fun club. Meets at Honda of Gardena 1st Sunday of each month at 1:30 p.m. For further information call Inez at DA 4-7043 or Honda of Gardena, 323-8314.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thursdays. Open for membership, visitors welcome.

OAKLAND MOTORCYCLE CLUB. Road & Competition club. Meets every Wednesday at 116-36th Street, Oakland, Calif. 8 p.m. Since 1907 devoted to safety and courtesy on the road.

OILERS MC. Competition Club. Meets every Tues. night, 8:00 p.m. at 19062 Mathews Cr. Huntington Beach.

ORANGE COUNTY MC of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask & Newhope, Garden Grove, Calif., every Monday at 8 p.m. Mail address: Trask & Newhope, Garden Grove, Calif.

PACIFIC COAST MC of Southgate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at Southgate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Enquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Club. John E. Stoner, Sr. President 474-4372 1418 E. 7th. St., National City or Charles Ray Myers, V.P. 4502 Gila St. San Diego (714) 274—3755.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PLAYBOYS OF LONG BEACH MC INC. AMA Sanctioned. Meets every Thursday 8 p.m. at 406 W. 234th St., Wilmington. Ph. TE 5-7803.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P. O. Box 1241. Porterville, Calif.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif. Write Jim Collins, 14286 Keese Dr., Whittier, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanct. Meets at 3044 N. Jackson St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SANDBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area. Call Irv Steinman (805) 252—0815 for info.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SAN JOSE DONS M.C. AMA sanctioned dirt events. Contact Joseph M. Berridge 343 Jerome Street, San Jose, California.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 North Main Street, Salinas, California.

SAN GABRIEL VALLEY M.C. AMA Sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO MC of San Pedro, Calif. AMA sanctioned. Meets at B & M Enterprises, 128 S. Pacific Ave., S. Pedro, every Thurs. 8:00 p.m. Mail Address: 906 Paseo Del Mar, San Pedro, Calif. Phone: TE 3-2661.

SAN RAFAEL M.C. - Meets at Cycle Town, 116 Greenfield Ave. San Anselmo, Calif. Every Thursday at 8:15 pm For further info call (415) 370—7630.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Blvd., Reseda, Calif. Ph. 345-8678.

SIDEHACK ASSN. of Southern Calif. AMA chartered. Meets at The York Club, 7210 So. Western Ave., Los Angeles every 1st & 3rd Monday at 8:30 p.m. Mail address: 10126½ Mountain Ave., Tujunga, Calif.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS MC. of L.A. area. AMA sanction. Meets Mon. nite 11517 S. New Hampshire, in rear. Refreshments during meeting. Phone: (213) 756-4858.

SOCIABLES M.C. Road Riding Club. Meets bi-weekly at members' homes in Gardena, S. San Gabriel, Bell, S. Gate. Call 324-8457 after 5 p.m. for time and address of meeting. Couples welcomed. Refreshments. Meeting nights flexible.

SILVER CITY SCRAMBLERS M.C. - Southern Nevada's oldest motorcycl club. Competition club for the discrimi nating rider. Meets 2nd & 4th Monda each month. 716 Stewart, Las Vegas Nevada. So. Nevada local racing info.

SO. CAL. M/C, Desert Competition Clu AMA Sanct. Meets every Wed. 8:30 p.m Olive Recreation Center, Burbank, Calif Mail Add. 1026 N. Evergreen, Burbank Call TH 8-3839.

SPOKE-BENDERS of South Bay. Deser competition club. AMA chartered. Mee 1st & 3rd Sat. each month at El Retiro Park, in Torrance. Mail: Ron Whit 3619 W. 152nd St., Lawndale. OS 9-6748.

SO. CALIF. ROAD RIDERS COMMITTEE P.O. Box 2107, Alhambra, Calif. Meets p.m. 1st Monday each month, Prudentia Savings & Loan (rear entrance) 1300 E Valley Blvd., Alhambra. All road club invited.

SOUTHERN CALIF. TRIALS ASSOCIATION English Trials enthusiasts. Secretary: Ray mond Moreau, 4707 W. 164th St., Lawn dale. 370-8491. Observers welcome an needed.

SOUTHWEST CHAPARRALS OF CALIF Meets 1st and 3rd Wednesday of eac month at 7:30 p.m. at Motorcycle Goodies 13446 Lakewood Blvd., Bellflower, Cal 442-1646.

SUNLAND SHAMROCKS MC of Sunland Calif. AMA sanc. Meets every Wednesda at 8:15 p.m. at the Sunland Park Recrea tion Center in Sunland, Calif. Mail address P.O. Box 515, Sunland, Calif.

TERRAPINS M.C. A.M.A. sanctioned Road Runs. Secretary Martha Palmer, 3211 — 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

THUNDERBIRDS M.C. 13442 South New Hampshire, Gardena, California.

13 REBELS M.C. AMA sanct. since 1939 Street & competition club. Meet every Wed 8 p.m. at Shell Motors, 3346 Centur Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS MC, INC. Meets 1s Wed. & 3rd Sun. at 6:30 p.m. at Kise Bros. Cycle Shop. Mail address: Box 17 Willow Creek, Calif.

TWIN WHEELERS MC. AMA sanctioned Meets Thurs. 8 p.m., Stroube and Alvarad Sts., El Rio. Mail address: P.O.Box 102 Oxnard, Calif. 485-5201.

VALLEY TRACKERS MC of Sepulveda, Calif AMA sanc. Meets at 9010½ Sepulved Blvd. every Monday at 8 p.m. Post Meet ing. Mail address: c/o Don Mattson, P.O Box 3367, Granada Hills, Calif.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of th month 8 p.m. at 1346 W. Poplar St., Ox nard.

VICTOR McLAGLEN MOTOR CORP. of Ho lywood, Calif., AMA sanc. Meets at Wash ington & Main, 2531 South Main St., Lo Angeles every Tuesday at 9 p.m. Ma address: 4853 W. 131st St., Hawthorne Phone: 722-4651.

NEWS FROM NEVADA

By Reg Sheldrick

Nevada heat has caused a slow down in racing activities. The next event on the local calendar is a hare-scrambles set for Aug. 28th by the Silver City Scramblers. Next week-end we plan to carry the fight to the "enemy" as a group of riders head out for California.

A violent rain squall wiped out the efforts of the Silver City Club to hold a hare scrambles on July 31st. The whole layout was completed Saturday morning and the rain washed out the lime trail.

Big news from Nevada this week should interest all motorcycle riders. Tying in with the Cycle Action Theatre set for the Convention Center on Fri., Sept. 30th, there will be a fun filled week-end of activities. Saturday morning the Junior Chamber of Commerce will sponsor a motorcycle safety and mechanical inspection, to be held at the Convention Center parking lot. Assistance will be rendered by officers of the Nevada Highway Patrol, Clark County Sheriffs Dept. and the Las Vegas Police. No citations will be written but motorcycle laws will be explained and a check list of suggested corrections will be given. Those motors passing inspection will receive a sticker showing that it has been safety inspected attached.

At 2 p.m. a motorcycle road ride will go to Day Dream Guest ranch at 2465 Warm Springs road at Eastern. (This ranch played host to over 500 road riders in May) where we have arranged swimming, dancing to a real "live" band. Ranch dinner, and a night hayride— total cost $2.50 per adult, $1.75 for kids. There is overnight camping facilities available free to all those out-of-towners who bring their bikes to ride Sunday's scrambles — bring your tent or sleeping bag—this affair will start at 2 p.m. till??

The bar will be open for refreshments all night.

A Poker-run is set for Sunday, Oct. 2nd at 8—8:30 a.m. sponsored by the Las Vegas Motorcycle dealers. Pick up #1 card at your favorite shop and follow directions for the next 4. Trophies and merchandise prizes for high and low hands will be given. Ride will end at the Sunrise Raceway on Vegas Valley drive and the Silver City Scramblers M.C. will present an afternoon of motorcycle scrambles starting at 11:30 a.m. How about that! An event for everyone who rides motorcycles.

The Scrambles have been arranged for an open Sunday on both the California and Nevada Calendars. The response from out-of-towners to our last scrambles was terrific. I have received many letters and calls regarding our next event on that track and this is it. So come on up! Any of you that need help or assistance can write me at Cycle City, 19 East Wyoming or phone (702) 382-8156 and get track location, accommodation, bike storage and a run-down on who you have to beat for the gold. Over 80 riders were up for the last event. We plan to double that this time. (see calendar of events)

That little shooting war in V.N. has started to cut into the ranks of local racers. Bob Niel sold his Triumph and started packing. Now comes word that Frank Rayhill has to put his 125 Honda in mothballs and ship out. Frank was just getting started.

Last weeks meeting of the Silver City Scramblers saw Bill Hill elected Vice-President of the club. The highlite of the meeting was Herb Hills shots taken at the mud scrambles. The club also agreed to put on a race later from which the proceeds would go to the Las Vegas Zoological Society.

Success For Married Wheels First Poker Run

The lady above looks quite happy to arrive at John Galvin Park on the Married Wheels first poker run. Below: some of the M.W. couples on the road.

News From Japan

News from Japan

By Sun Young Choy

First-Half of 1966 Japanese Motorcycle Production

Motorcycle		Scooter
Honda	756,274	"
Suzuki	189,893	"
Yamaha	184,736	"
Bridgestone	41,461	"
Kawasaki	37,378	"
Lilac(Marusho)	94	"
Fuji (Rabbit)		14,806
Grand Total		1,225.351
First-Half of 1965		1,102,608

Czechoslovakian Grand Prix Results

125cc

1. L. Taveri	Honda
2. R. Bryand	Honda
3. B. Ivy	Yamaha
4. H. Anderson	Suzuki
5. F. Perris	Suzuki
6. F. Coral	MZ

250cc

1. M. Hailwood	Honda
2. P. Reed	Yamaha
3. H. Rosener	MZ
4. X. Duff	Yamaha
5. G. Malsafsky	Bultaco
6. F. Stastney	Jawa

350cc

1. M. Hailwood	Honda
2. G. Agostni	MV
3. H. Rosener	MZ
4. F. Stastney	Jawa
5. R. Passoriny	Aermacchi
6. A. Pagany	

500cc

1. M. Hailwood	Honda
2. G. Agostini	MV
3. G. Malsafsky	Matchless
4. J. Findrey	Matchless
5. J. Arhon	Norton
6. E. Hinton	Bultaco

Kawasaki Wins All Motocross

The 35th Suzuki Motocross was held on July 10th at Suzuki Circuit with several thousand spectators. As usual Kawasaki riders won all classes.

UNDER 100cc

1. Toshimori	Kawasaki
2. Miyaguchi	BS
3. Ono	BS
4. Yamamoto	Kawasaki
5. Okamoto	Kawasaki

ABOVE 100cc

1. Toshimori	Kawasaki
2. Yamamoto	Kawasaki
3. Okamoto	Kawasaki
4. Yoshimura	Suzuki
5. Hoshino	Kawasaki

OPEN CLASS

1. Okamoto	Kawasaki
2. Umetsu	Kawasaki
3. Yoshimura	Suzuki
4. Tsujimoto	Honda
5. Kimura	Kawasaki

TT AT ASCOT FRIDAY

Friday night has always been the racing province of the flattrack cycles at the 183rd and Vermont Ascot course. But this Friday (Aug. 19) only, they'll defer to the jumpers and the tourist-trophy meet.

CALIFORNIANS AT

Pacific Raceway, Wash.

By "Ma" Smith —— "Team Manager"

Before we left home, we had heard of the hospitality of the people of the Northwest ... but they far surpass what we've heard. They have really opened their homes and their hearts to us.

Tony Schatz at Sea-Tac Cycle in Renton, Washington has been an angel to us. We came up with a few tuning problems and he provided us with parts and a top-notch tuner named Don Davidson and didn't even charge us. Don Shode's Auburn Suzuki Center in Auburn has been equally kind to other riders from Southern California, Steve Pederson and Al Leonard from Long Beach and Bob Bender of Arcadia.

We met a man from Vancouver B.C. who insisted we stay with him when we race in his town...and we will. Really, the hospitality of these people completely overwhelms us!

It would be difficult to find a more beautiful setting for a race track than Pacific Raceway. Just outside of the friendly little town of Kent, Washington the track is surrounded by huge stands of pine that perfume the air with freshness. The climate is superb, and the lofty evergreens keep the area cool while shielding the track from strong winds. What a pleasant change from some of our "Sahara Desert" atmosphere tracks!

The course can be described as moderate to hi-speed with extremely tight, fast, blind, low-gear corners and lots of ups-and-downs ... giving an elevation change of as much as 75 feet.

My son, Dave, gave me a tour of the course in a Dodge van with a gear-by-gear description following his line. WOW! Off the starting line you roar into a fast, right-hand sweeper even before you've had time to settle down then the track drops you into a fast down-hill stretch followed by a sharp right. A hard left then leads you into a blind stretch of fast, left-hand sweeper and a moderately fast uphill left. That "moderately fast left" suddenly becomes a very fast right-hander that leads to a three-quarter mile straight and the start-finish line where you gather your wits about you for another go. At every event several riders find good use for the many strategically placed escape roads.

Several racers from Europe (England, France, Germany) and some from Canada said that the track is very much like many European courses, mentioning in particular the famed Nuremberg Ring. (The "Ring" is a 14 mile-track in the German mountains built in the early thirties, now a favorite of top road racers.-Ed.)

The competition in all classes of this AMA sanctioned sportsman race was very close. The winning Manx Norton was clocked at 132 mph and the winning Yamaha at 125 mph. Makes were well represented. Honda, Tohatsu, Yamaha, Bridgestone, Bultaco, Harley-Davidson, Triumph, Suzuki and Norton all had well-placed entries.

The promoting club, Sea-Fair City Cycle Club, and the Ninety-Niners M.C. deserve a round of cheers for this well-run event. Many people commented on the efficiency of the organization and the quality of the racing.

The four Southland riders, Steve Pederson, Al Leonard, Bob Bender and my son Dave Smith, (who incidentally are all privateers) were each thanked personally for coming so far (like 1200 miles) to compete. We leave this lovely part of the country with six trophies and hearts filled with gratitude and appreciation for everyone who has been so wonderfully kind and helpful. We can't thank these wonderful people enough for being so kind to out-of-state riders.

Now we start loading up to invade Vancouver. Now starts the anxiety and wondering. What's the track line? What gearing? Is the tuning right? Only one way to find out ... Canada, here we come!

By John F. Shedd

The Married Wheels M/C of Ontario sponsored their first Poker Run, Sunday August 14, since the reorganization of the club. The goal of 100 participants was barely missed with 93 riders and passengers signing up. Many clubs were represented and two riders from the Pacific Coasters traveled all the way up from San Diego. The distance trophy, however, went to the Silver Eagles of Burbank with six members on three bikes driving a combined 480 miles to make the run.

The riders were welcomed with free coffee and donuts and after a bit of chit chat the first biker rolled out at 8:00 a.m. It was a warm sunny day with the mercury rising to 97 degrees. The run originated at the Suzuki Sport Spot in Ontario and headed south along hwy. 71 through Corona. The route then doubled back to the north passing Lake Mathews with the rendezvous point at John Galvin Park in Ontario.

After a ride in the blistering sun the many trees in the park found riders relaxing on the grass under their shade. The run was topped with a slow race which was won by Richard Hess mounted on a BSA; and prior to trophy presentation a drawing produced 15 prizes for 15 lucky riders.

It was a real fun day with 93 of the friendliest riders one could hope to meet.

MARRIED WHEELS
Poker Run Winners

MEN RIDERS	
N. Pat	full house
Sherm Ames	flush
E. Holmes	3 aces
LADY RIDERS	
Carol Seip	flush
B. McWhorter	straight
Judy McCombs	3 "5's"
PASSENGER	
C. Young	flush
D. Porterfield	3 "6's"
Doris Grave	3 "5's"
SLOW RACE	
Richard Hess	
MOST MILES	
Silver Eagles M/C	Burbank
HARD LUCK TROPHY	
Dow Hess	

THE FINISH LINE

Roxy Rockwood is touring the National Circuit on vacation. His column will be resumed when he returns.

CENTAURS ROAD RUN from 1

Riverside, finishing at Fairmont Park, under lots of shade and just across the street from a small grocery store.

The route had taken the riders through 19 Southland cities.

At 3 p.m. the sweepstakes games were started. In the meantime, members of the Centaurs sat down to some hard calculating and had every trophy awarded by 3:50 p.m.

Poker winners were: Male Solo; John George, 1st; Ken Osmond, Ross Cayer, Darrol Stein, and Jim Croft.

Passengers: Pat Riggs, 1st, Sherry Parker, Ann Killgore, Josephine Cuppet, and Linda Carter.

Girl Solo: Sharon Parker
Side Car; Don Pederson
Sweepstakes Dart throw Daryll Dancy
Sweepstakes Water Shoot Helen Berlin

Ross Cayer was also awarded the BB (Biggest Bitcher) Trophy. Mr. Cayer in turn gave the trophy to a set of infant twins as a momento of their first motorcycle run.

(Photos by Robert Fee)

Floyd "Doc" Wright holds the target for his wife to shoot at. After the contest was completed, the Centaurs gave the water guns to the kids entered on the run.

Riders lounge in the shade at Riverside's Fairmont Park, the finish site for the Norwalk Centaur's Poker Run Sunday, July 31st.

SCRAMBLIN AROUND

By Maureen Lee

We'd like to get on our little soap box again and deliver a little talk on the subject of our District 37 scrambles starters. You often hear some bitter complaints about the way a club is handling the event, and one most often heard is that the riders don't like the starter.

O.K. Now let's face some facts. Some starters are pretty bad and some are actually bloody awful. You can come off the line with a fried clutch if you get one who likes to dawdle around a bit and look at you when you're all revved up and ready for the charge. Then there are others who tell you right off the bat, touch that white line and back you go! So — for all the good, bad (and bloody awful) starters, we'd like to say a few words.

First off, scrambling is first and always an AMATEUR sport (and long may it remain that way). No money, no nothing, just a guy from a club taking time out to work at an often thankless job for the day. For that matter, over the years, we've had some unpopular starters at Ascot Park at times, so no one is immune.

Second, some of the riders make a career out of trying to jump the gun, and take great delight into trying to buffalo the starter into giving them an advantage by allowing them those first few feet off the line. Some starters aren't to be buffaloed, and if they get mad, they send the riders around for another try and put them into the back row if they try it again. Some riders almost become paranoid!

Last Sunday, for instance, one guy jumped three times, so the starter waited until he was going back around and then let the pack go, leaving the eager-beaver no recourse but to chase after them as they were all down into the sweeper by that time. Can you blame a starter for that? Nope! Sure, getting off the line is part of a racers skill that can give him a real advantage. Eddie Mulder is a master of the start but he doesn't jump the flag. It's a skill that must be learned, including the doping out of a starter to see if he has any little mannerisms that will give him away.

So, I guess the moral of this tale is that if you scream at a starter and the club, make sure that you're not at fault, and if he was really THAT bad, there's always the Competition Committee to talk to.

Or, how about joining a club (if you don't belong to one) and maybe work up to being the type of starter who never commits errors after standing on a line for hours in the broiling sun with row after row of exciting competition riders eager to get off?

Or, how about every track owning, for the use of each promoting club, one of those great sets of lights that really help the starters get everyone off in good shape? We've seen them used, and it seems that they can work better than a human with a flag in his hand.

East German G.P. Results

125cc		
1.	L. Taveri	Honda
2.	Katayama	Suzuki
3.	B. Ivy	Yamaha
4.	P. Reed	Yamaha
5.	F. Perris	Suzuki
6.	R. Bryans	Honda
250cc		
1.	M. Hailwood	Honda
2.	P. Reed	Yamaha
3.	M. Duff	Yamaha
4.	S. Graham	Honda
5.	H. Rosener	MZ
6.	F. Stastney	Jawa
350cc		
1.	G. Agostini	MV
2.	F. Stastney	Jawa
3.	G. Harviel	Jawa
4.	E. Passoriny	Armachi
5.	A. Pagany	Armachi
500cc		
1.	F. Stastini	Jawa
2.	J. Findrey	Matchless
3.	J. Arhon	Norton
4.	R. Chandler	Matchless
5.	G. Malsafsky	Matchless

COOLIES COLUMN

By Wes Cooley

This coming weekend will see a first in the Los Angeles area, with the running of a short course Steeple Chase (TT) at South Gate Raceway. The TT course has been built in the 1/8th mile oval and should offer the riders a challenge and the spectators a thrill. For the last several weeks on Sunday afternoon, many of the riders have been practicing on this course and find it more adequate to test their skill and equipment. Practice will start at 3:00 p.m. and the first event will begin at 4:00. It will be open to 50, 100 and 250cc classes and will be a professional event.

At the present time, the ACA is making plans for starting their winter road racing season. As you know, in Southern California, we're limited to only a few courses and most of these are located in the desert regions. In the summer, especially the latter part of July and August, it is very difficult for the riders to participate at these courses because of the extreme heat, so road racing in this particular area for the ACA is pretty much confined to the fall, winter and summer months.

We're hoping that Ventura Fairgrounds will become a permanent ACA short track. It all depends on the Agricultural Commission in that area as to the continued race dates that will be available. The location is excellent and the course was well prepared, with beautiful grandstand and pit area facilities for spectators and riders alike, not to mention ideal weather conditions. Also, plans are under way and dates are being made to start the fall and winter Moto cross season as soon as the fire hazard has passed. We've been assured by some of the local people in the Orange County area that some land will be made available to us for fall events this year.

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Aside from the free stuff, Cycle News want ads get results so if you want to sell some of those parts that are cluttering up the back of your garage, some used furniture you no longer need or find a buyer for that used motorcycle you want to get rid of (dealer note) write it up, send it in, and Cycle News want ads will do the rest.

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Deadline for all want ad copy is noon, Monday of the week in which the ad will appear.

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BMW R-60, 1965

Cibie headlight, turn indicators, luggage rack, dual seat, extra cables, etc. R-70 front, Trials Universal rear. Under 10,000 miles. Ready for another Baja jaunt. $800.00. (415) 893-6647. Murray, 583 Mira Vista Avenue, Oakland, California.

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(Signed) Mrs. L. Tyson

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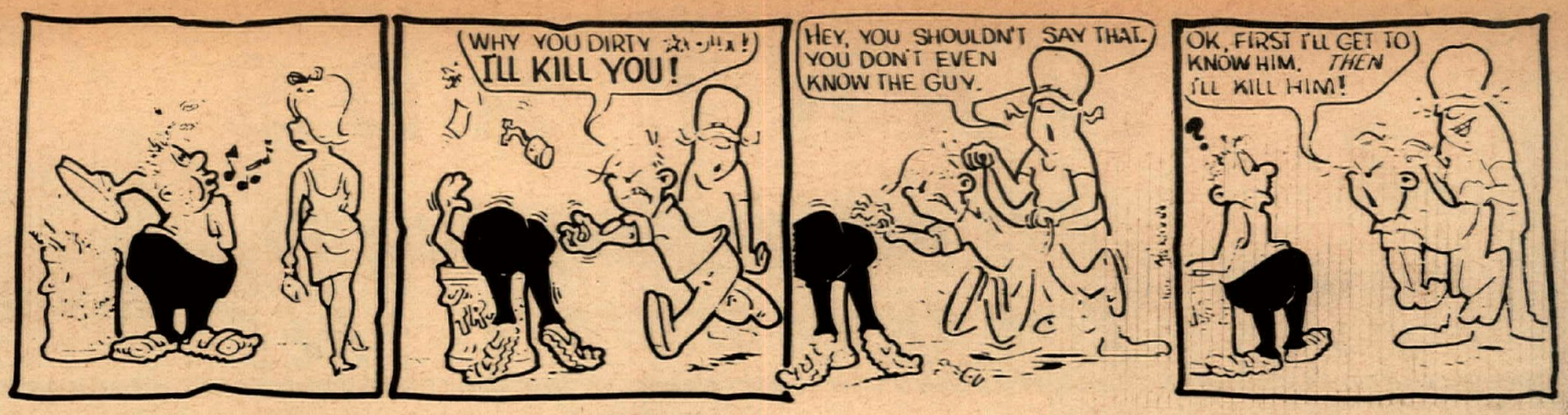

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